

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 81 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTER SERIES, VOL. XXXIV., No. 36.]

SATURDAY, SEPTEMBER 7, 1878.

[WHOLE No. 2,211, VOL. LI.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

American Ingenuity.....	1012
Baltimore and Ohio Railroad Stock.....	1013
A Voice from Japan.....	1014
Connecticut and Passumpsic Rivers Railroad.....	1014
Locomotives for Burning Coal Dust.....	1014
Connecticut River Railroad.....	1015
Bituminous Compound of Mineral Wool.....	1015
Northern Railway of Canada.....	1015
Officials in Uniform.....	1015
Railroad Earnings.....	1016
Railroad Bond and Share Lists.....	1017, 1026
Portsmouth and Dover Railroad.....	1032
Public Debt of the United States.....	1032
Redemption of Five-twenty Bonds.....	1032
Financial and Commercial Affairs.....	1033
Railroad and Canal Dividend Statement.....	1036
Canadian Railways.....	1037
Portsmouth, Gt. Falls and Conway Railroad.....	1037
A Narrow Gauge Mountain Railroad.....	1038
Duty on Locomotive Tires.....	1038
Trial Trip of the First Locomotive.....	1038
Railroad across the Island of Newfoundland.....	1039

American Railroad Journal.

New York, Saturday, September 7, 1878.

American Ingenuity.

The exhibit of American machinery at the Paris Exposition has called the attention of all Europe to the fertility and enterprise of American invention. We, who have been accustomed from our earliest years to see the word "patent" upon nearly every article of necessity or luxury, do not realize to what extent social life has been shaped by inventions.

It was not true at the outset that we were a more inventive or ingenious people than others. But we have been from the outset surrounded by circumstances which "shaped our ends." Possessed of a vast territory so fertile that the simplest husbandry was rewarded munificently, the one constant demand was for laborers. It was impossible to supply this demand by our own increase of population. So earnest and well maintained has been this demand for a whole half century that the commonest genius who could contrive how to lessen the cost of labor even a little

by his inventions was certain of an ample reward.

Understanding clearly their wants, our legislative fathers at an early day gave to their constituents a patent office the practical workings of which have left little more to be desired by the inventor. Not only is he thoroughly and fully protected in the sole profit, if any, arising from his invention for a considerable term of years, but the cost has been placed at a low point.

No other condition of society than ours could have stimulated invention until those simplest of household labors, washing and churning, would each exhibit a list of patented inventions numbering many thousands. Nor would another nation be likely to show such an example of persistent effort as that afforded a few days since in a patent awarded to the venerable Thaddeus Fairbanks, the original patentee of the platform scale, who must be now about ninety years of age.

There are those living yet who remember sitting round the great chimney at night and separating by hand the seed from the lint of the cotton that was finally spun and woven by hand into cloth for domestic uses. The cotton gin came presently and revolutionized the world. There are those who lament over the introduction of machinery and long for the old days of manual labor; but would they not make a louder complaint when called upon to pay from fifty to seventy five cents per yard for cotton fabrics as in the old days they long for? Ten millions of people in this country would be beggared by the destruction of cotton machinery throughout the world. Other millions in other lands would be ruined similarly, and the whole civilized world would come to a standstill.

Scarcely less remarkable are the results from agricultural machinery. And these inventions are so recent that we are only now beginning to feel the results they are producing. Cyrus H. McCormick, the inventor of the reaper, is yet an active man in the vigor of life. Another inventor has an equal right to high honor, George W. Brown, the inventor of the corn planter.

These men and others have been public benefactors, because they have cheapened the price of bread to the laborer. They have made it possible to grow five bushels of grain where only one

could be grown by hand labor. They have given employment to thousands of men and millions of money. Railroads, steamboats, canals, and all the list of carriers owe these men a debt that will never be discharged. Then, since the whole fabric of our society has been strengthened and molded by our inventions, why cry out against machinery?

As a rule our mechanical inventions have improved the quality of manufactures while lessening the cost. The London Times, in a recent article upon American inventions, especially gives praise to our manufacture of gold pens. Our English cousins have attained very great excellence in the manufacture of steel pens, but that the Americans should offer a gold pen of a durability and excellence superior to anything yet discovered astonished the "Thunderer." The writer in that journal had used such a pen for some years without suspicion of its wearing out. He had been accustomed to regard English manufactures as most reliable and lasting; but—this conclusion is ours—the American gold pen bids fair to outlast English mental vigor unless the editor is young.

In no other country has the inventor so wide a field for enterprise, and nowhere else are new and novel things seized upon with the same avidity as in this country. The sewing machine, which was to starve all the seamstresses, has, strange to say, clothed them gorgeously according to the standard of fifty years ago. And the same will apply to all inventions of real value. It may seem an extravagant assertion, but American ingenuity is destined some day to both feed and clothe a good share of the civilized world.

Baltimore and Ohio Railroad Stock.

We have been aware for some days that the Finance Commissioners of the City of Baltimore were in treaty for the sale of the stock arising from the last dividend declared by the Baltimore and Ohio Railroad Company on the amount of stock of that company held by the city. It is ascertained that the stock in question (1800 shares) has now all been disposed of in one transaction to parties at \$88 per share, the negotiation having been conducted by a leading firm of this city. This is the highest price paid for a large amount of stock for some time past, and is \$1 above the figure obtained by the Johns Hopkins trustees for

the 500 shares sold a short time since by them, accruing as dividend on the Baltimore and Ohio stock forming part of the endowment of the University. That stock went to England, as have some other lots which have recently been sold in the regular markets. The city's thirteen hundred shares just sold were taken by parties mostly residing in Baltimore, though it is understood that a portion also goes to England.—*Balt. Sun.*

A Voice from Japan.

[From the Tokio, Japan, Times, June 8, 1878.]

Messrs. Fairbanks & Co., manufacturers of scales for the world in general, have circulated in America the *fac simile* of a certificate in the Siamese language and character, showing that their wares have been for many years in use at the Custom House of Bangkok, and have not only given constant satisfaction, but have occasioned surprise by their durability and unchanging accuracy. This does not seem so remarkable a testimonial to the East as it possibly may be at home.

If Messrs. Fairbanks & Co. had any desire to obtain similar autographic assurances from all the States in Asia where trade is carried on, they could do so without difficulty. No custom house in China, we believe, and certainly none in Japan, is without a supply of them; and in all official departments where the use of scales is requisite, these alone are relied upon. The quaint Siamese chirography may have plenty of companion curiosities whenever it suits the parties concerned to send for them.

Connecticut & Passumpsic Rivers Railroad.

The earnings of this road for the years ending June 30, 1877 and 1878, were as follows:

	1877.	1878.
From passengers	\$230,714 02	\$201,080 61
" freight	333,823 76	311,023 54
" mails	10,978 74	20,768 97
" express	8,000 00	8,056 20
" rents	12,079 15	9,817 61
" interest		7,915 85
	\$604,595 67	\$558,612 28

Expenses, viz:

Repairs of road	\$115,956 75	\$93,598 73
Stations and buildings..	7,652 99	5,279 09
Bridges	5,767 89	4,827 30
Wood	46,100 48	47,680 86
Cars and locomotives...	54,093 38	54,080 87
Oil and waste	6,128 61	6,083 41
Passenger expenses....	43,815 00	41,884 75
Freight expense	43,809 07	40,678 95
Losses and bad debts...	6,033 55	3,973 13
General expense	11,878 96	17,463 18
Tools and machinery ..	2,213 29	1,916 30
Shop expense	5,484 69	4,669 67
Stationery and printing.	4,295 09	3,263 35
Insurance	6,535 08	5,049 76
Taxes	1,071 92	5,572 29

\$360,285 35 \$336,021 64

Net earnings.....\$244,310 32 \$222,590 64

Appropriated as follows:

Coupons on bonds & other interest	\$117,662 49
Dividend February 1, 1878, 2 per cent.....	51,456 00
Dividend August 1, 1878, 1 per cent	25,728 00
	104,846 49

Surplus of earnings	\$27,744 16
Balance of earnings from last year's report	59,926 17

Surplus of earnings now on hand.....\$87,670 32

Compared with the previous year the gross earnings show a decrease of \$45,983 69, with a

decrease in operating expenses of \$24,263 71, showing a decrease in net earnings of \$21,719 68.

The report says:

It will be seen that our net earnings were enough to pay 2 per cent on the 1st of August; but at the time of declaring the August dividend, the accounts were not all made up, so that we could feel sure that we had earned it. We thought it more prudent to declare 1 per cent, and we are very glad that the error was on the safe side. The result of the year's business is rather gratifying to the directors, considering all the obstacles we have had to contend with for the last three-quarters of the year. We now have the satisfaction of stating that the controversies have all been amicably arranged, and our relations with all connecting roads are on a friendly basis.

The contract with the Boston, Concord and Montreal Railroad, in connection with the lease of the Southeastern Railroad, has been cancelled, and all matters between that road and this, settled up to May 1, 1878, a new contract being entered into at that time for ten years, which, we think, will work to the material advantage of both roads. New and permanent contracts have been made with the Southeastern Railroad, whereby the completion of that road between Sutton Junction and Sorel, on the St. Lawrence River, is secured, the parties contracting being known to be responsible; and they will, we feel confident, have the road ready to operate by the 1st of January next. This will give us an independent line from Boston, and other parts of New England, to the St. Lawrence River, which we have labored for years to accomplish, and will, we believe, prove of great advantage to this road, and to the line of which it forms a part.

We have also secured a line direct to Montreal, over the Montreal, Portland and Boston Railroad, crossing the Stanstead, Shefford and Chambly Railroad at West Farnham, and going direct to St. Lambert, thus avoiding the necessity of using the Stanstead, Shefford and Chambly Railroad by way of St. Johns.

This virtually gives us access to the River St. Lawrence, as the Richelieu River is navigable for steamers from Chambly, a station on the Montreal, Portland and Boston Railroad, to its outlet into the St. Lawrence at Sorel. These connections with the St. Lawrence River must certainly prove of great importance to the future business of our road. The roadbed and tracks have been maintained in good condition, and are better than a year ago. Fifty-six thousand two hundred and eighty-five (56,285) new sleepers, six hundred and seventy-six tons of new iron rails and one hundred tons of steel rails have been laid in the track. Seven thousand and sixty-nine (7069) rails have been taken up, repaired and relaid during the year.

The bridges have been kept in good repair and their condition improved. All necessary repairs have been made to stations and buildings. A new wood shed, two hundred feet by fifty feet, has been built at Newport, and the wood department has been brought into an economical and satisfactory condition. One new engine has been built to replace one torn down, and one new passenger car has been purchased within the year. There has been no other change in the equipment of the road, which is ample for its present business and has been kept in good repair. We have had no accident of much importance, and no passenger has been injured during the year. No loss by fire has occurred but what was covered by insurance.

The equipment of the road consists of: 27 engines; 15 passenger, 5 baggage, 2 baggage and smoking, 2 mail, 660 freight; 2 boarding-house, 5 snow ploughs, 2 gougers, 20 gravel, 3 crane, 28 push, 42 hand and 32 wood cars.

The number of miles run by engines during the year was 405,086. Number of tons carried, 131,923; do, carried one mile, 8,179,841. Passengers carried, 138,303; do, carried one mile, 4,464,983.

BALANCES, August 19, 1878.

Construction	\$3,447 825 29
South Eastern Railway notes.....	228,806 86
Missisquoi and Clyde Rivers Railroad bonds.....	350,000 00
Mt. Washington Railroad stock....	13,600 00
Land notes.....	9,152 82
Bank of Montreal, London.....	5,415 72
Cash to meet dividends due prior to August 1	3,813 14
Cash to meet coupons	1,387 31
Cash and cash assets	63,023 79
Cashier, including stock and materials on hand.....	158,684 79
	\$4,276,709 72

Bonds due December 1, 1876, not presented	\$1,000 00
Notes, payable January 1, 1881....	123,000 00
Bonds, payable April 1, 1893.....	1,272,000 00
Notes payable.....	50,000 00
Stock issued.....	2,175,700 00
Dividends due prior to August 1, uncalled for.....	3,813 14
Coupons, not presented.....	1 387 31
Earnings.....	87,670 32
Reserve	562,138 95
	\$4,276,709 72

President.—EMMONS RAYMOND, Cambridge, Mass.

Vice President.—T. P. REDFIELD, Montpelier, Vt.

Directors.—Emmons Raymond, T. P. Redfield, Gardner C. Brown, Amos Barnes, Warren K. Blodgett, Alden Speare, Lucius Robinson, Stephen Forest.

Treasurer.—N. P. LOVERING, Boston, Mass.

Secretary.—ELIJAH CLEVELAND, Coventry, Vt.

Superintendent.—H. E. FOLSON, Lyndonville, Vt.

Locomotives for Burning Coal Dust.

In the mining districts of Pennsylvania there are immense quantities of waste coal, estimated at 60 million tons. The cost of taking out is quite as much as that of the best coal. Of the total product of the mines 15 per cent is taken to the waste heaps of the anthracite region and 75 per cent of these screenings is pure carbon. It is only necessary to have furnaces properly constructed for its consumption to utilize this enormous waste. The draft of the ordinary locomotive is so impulsive as to render futile all attempts to burn this fine coal, the utilization of which has engrossed the attention of the Philadelphia and Reading Railroad Co., which from having consumed more than 15,000 tons during the last year in generating steam in the stationary boilers of the company, has constructed seven locomotives upon an entirely new plan which enables them to consume this waste coal. One of these locomotives has been sent to the Paris Exposition and the others have been in daily operation for the past year on the company's lines. So satisfactory have been their performance that three more engines are in course of construction, one of which will be adapted to passenger traffic.

Recently one of these locomotives was placed upon the Old Colony Railroad, and the trial trip witnessed by a large number of railroad officials, mechanical engineers and others interested, all of whom gave it their approval.

In order to obviate the difficulties encountered in consuming anthracite coal in the ordinary locomotive, this is constructed with a largely increased fire surface. The consumption of fuel in the ordinary locomotive is at the rate of 40 to 60 lbs. per hour per square foot of grate surface, while in the engine when doing its hardest work

the consumption is only 16 lbs. per hour. The fire box is behind and on a line with, instead of under, the boiler, and while in the common locomotive the dimensions are 60 and 66 by 32 inches, the new design is 8 feet 6 inches long by 7 feet 6½ inches wide. The heating surface of the fire box is 106 square feet; of the combustion chamber, 26 feet, making a total of 982 square feet. The grate-rest is between water bars, which prevent them from burning out, and the area is 64 feet. The diameter of the six driving wheels is 54 inches, and above them are placed the boiler and fire-box. The cab is over the rear end of the boiler, while on top of the fire-box are seats, protected from the sun by an awning. The weight of the engine is 83,150. At the front end of the boiler is a revolving register, which when open has an area of 600 square inches. On account of the free steaming qualities of the engine, it becomes necessary to open this register, in order that the steam may pass directly to the stack without passing through the fire. The fuel used by this engine can be delivered in Boston at \$2 25 per ton or \$1 50 less than the cost of fuel which is now used. As the fuel remains perfectly quiet in the fire-box the consumption is slow, and although the engine has no spark arrester, not a spark escapes from the stack; neither is there any annoyance from smoke and gas, which are consumed. Its construction insures complete protection from fire, as no coals drop out on the track, and no sparks are blown from the smoke stack. Economy in fuel, comfort to the traveler, and security against burning bridges and woodlands will be secured by the adoption of this style of locomotive.

A train consisting of 28 freight and two passenger cars left Boston at ten o'clock a. m., and was run to South Braintree, where the freight cars were detached. Fall River was reached at 12.33. The return trip was made in much less time than the run down. An effort will be made to place the locomotive on the Boston and Albany Railroad, and test its capabilities on the heavy grades among the Berkshire hills.

Connecticut River Railroad.

The entire funded debt of this company, which matured on the 1st inst., is now being paid at the Globe National Bank in Boston. In connection with this event the following brief history of the road, which we copy from the Springfield Republican, may not be out of place:

A special meeting of the stockholders of the road, held August 3, 1858, authorized the issue of coupon bonds to the amount of \$250,000—interest payable semi annually at 6 per cent per annum, and the directors were instructed not to issue the bonds or any part of them at less than par. The mortgage of the road to carry the preceding vote into effect was authorized by the stockholders January 19, 1859, and the deed was executed March 1 to J. H. Butler of Northampton, Ezra Lincoln of Boston and William Conner, Jr., of this city, as Trustees for those who should become holders of the bonds. The coupons on those bonds have always been paid promptly when due; they mature September 1 and are to be paid in full, and no new ones will be issued to take their place. Since 1861, besides paying the interest, which has amounted to \$15,000 each year, the policy of the company has been to pay into a sinking fund \$8000 annually, making a total payment on this account of \$23,000 a year. The capital stock of the company is \$2,100,000, and the dividends at

the present time amount to 8 per cent. As 1 per cent on the stock would be \$21,000, something more than this rate has been paid toward the interest and sinking fund each year. D. L. Harris was chosen President of the road in 1855, and about that time the stock was worth \$35 a share; it now stands at \$131. When the bonds were issued the road consisted of 50 miles of single track from Springfield to South Vernon. There is now a double track to Northampton, and it will be extended over the rest of the line as fast as the business will warrant. The road had then all iron rails, but for the last four years its policy has been to lay four miles of steel rails a year. The life of a steel rail has not yet been determined, but their greater economy is beyond all question. On the 92 miles of main track, 55½ miles have steel rails, or 62½ per cent of the whole. On the curve just out of the depot in this city iron rails had to be renewed once in two years and a half. Steel rails in the same location are still in use that have been down some 12 or 15 years. Altogether the company have every reason to be proud of their standing. It is believed that the bonds to be taken up are largely held in Boston.

Bituminous Compound of Mineral Wool.

On one of the fiscal Railways of Prussia experiments are now being made with the above compound for "waterproofing" viaducts.

This compound—made of Mineral Wool and Asphaltum—is applied on top of the brick work and then covered with a three-foot layer of gravel and stone, on which the rails and ties rest.

The ordinary asphaltum compositions heretofore used are apt to crack during frost—when subjected to the jar of Railway traffic—thereby exposing the masonry of the viaducts to the influences of the weather; whereas the Mineral Wool compound is said to be much more elastic and durable, as it neither melts as quick as asphaltum nor hardens to brittleness when exposed to frost.

The original Mineral Wool patents are only in force in this country, but several improvements—amongst which the one before mentioned—are patented here as well as in England and on the continent of Europe by Mr. A. D. ELBERS of this city.

Northern Railway of Canada.

At the semi annual meeting of this company, held in Toronto, Canada, on the 24th ult., Mr. F. W. Cumberland, the Managing Director, read the semi annual report of the Canadian directors for the half year ending June 30, 1878, which stated the gross traffic receipts from all sources at \$323,217 24, against \$338,109 56 in 1877, showing a decrease of \$14,892 32, or at the rate of 4.40 per cent. The working expenses of the half year were \$212,804 91, against \$213,084 24 in 1877. The net revenue for the half year, including balance of \$1,618 71, was \$110,412 33, the payment of interest dividends accruing due, have all been punctually met. The expenditure during the half year, upon new and additional works, chargeable to capital, was \$4,594 08, as in comparison with \$4,741 47 in 1877. The lease of the North Simcoe Railway, dated January 14, 1878, is to go into operation only on the completion of the road, ready and fully equipped for traffic service. The works of that road are now in active progress, with every probability of completion in October next. And having regard to the limited rental, £72 per mile per annum, measures are perfected that will secure 42 miles more of the

main line being laid with steel rails, thus completing a steel permanent way to Allandale without any increase in the normal expenditure of the year. The tendency of through grain rates is stated to be upward, and the prospect good for increased traffic.

Officials in Uniform.

There has sprung up within a recent period the belief that all public officials, whether employed by corporations, as railroads and steamers, or in municipal or government special service, fill the requirements of their respective offices best when distinguished by a uniform.

All nations have uniformed their armies and navies since a remote age; but only within a recent period have the police and firemen been so dressed, while not until within a still later date have the railroads uniformed their employees. To this list the Government has added the officials of the Post Office and Custom House; and the Telegraph Companies their messengers. NICOLL THE TAILOR, whose card appears elsewhere has extraordinary facilities for uniforming, either singly or by contract, in large quantities. We commend him to those, either corporations or individuals, whose wants demand prompt execution and moderate prices.

The first annual meeting of the stockholders of the Boston, Hoosac Tunnel and Western Railway Company of New York was held at Saratoga on the 21st of August, when the following Board of Directors was elected: Hon. Fred. L. Ames, Elisha Atkins, John R. Brewer, F. Gordon Dexter, John B. Alley, George R. Blanchard, George I. Post, A. A. Gaddis, William Claffin, Coe F. Young, William L. Bart and John W. Candler. These directors held their first meeting on the 31st of August, and organized as follows: President, William L. Burt, of Boston; Vice President, John R. Brewer, of Boston; Treasurer, Estes Howe; Secretary, Theodore Voorhees.

At a meeting of the stockholders of the Albany and Susquehanna Railroad Company, held at its office, in Albany on the 2d inst. the following directors were elected: Thomas Dickson, Charles Tracy, J. Pierpont Morgan, Robert H. Pruyn, Henry Smith, W. L. M. Phelps, Col. F. Young, Arnold B. Watson, James Roosevelt, John Westoner, Minard Harder, Robert M. Olyphant, Henry M. Olmstead. The board organized by the re election of Col. F. Young as President; Robert H. Pruyn, Vice President; W. L. M. Phelps, Secretary and Treasurer.

The directors of the Brooklyn, Flatbush and Coney Island Railroad Company, elected on the 2d inst., are James Jourdan, John Lefferts, Benjamin G. Hitchings, Charles Storrs, Albert Daggett, Robinson Gill, Thomas Sullivan, James N. Smith, A. B. Baylis, Henry C. Murphy, Benjamin F. Tracy, Stephen H. Herriman and William Marshall. James N. Smith is President of the company.

The Central Branch Union Pacific Railroad has been completed, and is now open for business to Beloit, 182 miles west of Atchison, Kansas. The company has also finished grading for the branch from Concordia to Scandia, a distance of 20 miles.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,350
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	275,042	342,822	335,078	246,778	2,679,106
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,434	71,605	69,357	73,309	.....	.....	.....	.....	.....	.....
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	.....	.....	.....	.....	.....	.....
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,437,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,385,000	1,420,535	1,696,000	1,597,000	1,347,000	16,676,107
1878.....	1,125,000	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	306,597	346,850	355,527	364,000	423,645	451,033	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,060	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,138,119	1,287,448	12,176,162
1878.....	997,780	1,004,194	984,864	1,138,474	1,346,003	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	838,065	960,198	917,447	957,734	.....	.....	.....	.....	.....	.....	.....
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	635,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,188,999	1,183,134	892,027	669,921	8,114,894
1878.....	706,000	668,000	663,000	785,000	799,000	636,000	648,000	523,000	.....	.....	.....	.....	.....
Clev. Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,666	301,424	303,689	285,947	291,386	306,105	393,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,590	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,358	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	.....	.....	.....	.....	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,969	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,937,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	132,148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,469	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	592,680	500,027	542,471	523,353	594,168	536,110	589,863	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	.....	.....	.....	.....	.....	.....
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,554	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,329,502	13,505,159
Michigan Central:													
1877.....	464,052	512,472	534,213	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	542,877	510,136	578,432	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	231,656	231,307	263,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	.....	.....	.....	.....	.....	.....
Missouri Pacific:													
1877.....	265,903	265,339	330,120	332,169	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878.....	294,811	279,866	362,772	334,535	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1874.....	693,128	737,381	1,190,328	1,321,509	1,433,450	1,373,299	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,821
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	831,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,763	482,238	658,991	903,765	1,101,497	1,267,874	854,164	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,831	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	289,686	274,164	277,320	362,600	401,700	512,200	452,946	522,100	4,496,217
1878.....	389,400	341,900	349,900	287,200	270,329	253,600	290,200	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	282,879	271,230	236,032	229,333	218,479	255,835	232,990	328,124	282,511	264,059	3,143,866	.....
1877.....	240,316	232,761	277,943	264,020	227,178	171,856	193,928	304,109	323,088	349,556	313,176	249,637	3,147,173
1878.....	264,289	234,661	299,825	248,522	258,132	205,733	237,629	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,732
1877.....	99,208	112,261	162,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,468
1878.....	78,571	80,579	81,920	90,113	85,011	80,009	74,359	121,274	112,225	115,167	92,086	90,6	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	112
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	107
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	104	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	103	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	.....	Consol. Mortgage for \$2,000,000.	1,341,000	7	Apr. and Oct.	Boston.	1893	100
Albany Loan.....	933,000	6	"	"	1895	.....	.....	346,000	6	"	"	1893	....
Cohsol. M. (guar. by D. & H. Co.)	1,596,000	7	April & Oct.	"	1906	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	261
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	261
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	108	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	.....	97	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	87	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	24	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	112
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1876	111
1st Mort., guar. by C. B. & Q.	1886,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1890	103
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'96-'94	115
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end by G. & A. fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	106	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Gra. t Mortgage (gold)....	3,366,000	7*	April & Oct.	Boston.	1900	104	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	97	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawotomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bos.	1879	.....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,349,000	7*	April & Oct.	"	1903	94	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	.....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	"	1898	111
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	107
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	93
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	33	2d Mortgage for \$1,000,000.....	231,500	10	"	"	1898	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	68
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	150,000	7*	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	112
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80).	4,000,000	7	.....	"	....	....	Stock (common) Bonds.....	289,400	8	April & Oct.	N. Y. & Bos.	1879	100
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	100
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1889	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb:						
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	110
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892...	600,000	8	"	Boston.	1883	109
1st Mort. (Central Div.) L. G.....	794,000	6*	.....	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,800	6*	"	"	1883	....	Calro and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Calro and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	....	Calro and Vincennes:						
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., & I.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	64	Camden and Amboy:						
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1885	103	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1855-'90 (Balt.) akg fd.....	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1889	102
Loan of 1870-'95 (atg.) akg fund.	3,273,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Loan of 1872-1902 (atg.) S. F.....	9,029,852	6*	"	"	1902	....	Sterling Loan, S. F. (£22,000).	1,226,080	6*	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (atg.) S. F.....	9,464,500	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	600,000	7	April & Oct.	"	1879	102
1st Mortgage (R. R.) gold guar..	3,000,000	6*	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	100
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (atg fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & F. M. Co.	100,000	10											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	102 1/2	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	682,000	7	"	"	1894	101 1/2	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	107	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular).	1,800,000	7	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Governm't at saidy.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).....	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1900	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Bran-h).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	112 1/2	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	106 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	102 1/2
Loan of Loh. C. & Nav. Co. (saw'd)	2,310,000	6	"	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer).	....	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	86	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	99
Central Ohio (B. and O.):							1st Mort. (Minnesota Central).	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (St. Paul Division).	4,000,000	7	"	"	1902	102 1/2
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	"	"	1899	97 1/2
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1895-96	106	2d Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	118
Convertible 20 years bonds, gold	1,488,000	7	"	"	1883	104	2d Mort. (")	1,315,000	7 1/2	"	"	1898	103
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	"	1902	100
2d Mort. (Governm't Subsidy).	27,885,680	6	"	U.S. Treasury.	1895-99	109	1st Mort. (Mil. and Western)...	224,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,755,000	6	"	New York.	1899	101 1/2	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100 1/2
1st Mort. (Calif. & Oregon) gold	8,000,000	8	"	"	1885-92	91 1/2	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1885	....
1st Mort. (S. Fr., Okla. & Ala.)...	6,030,000	6	"	"	1890	93	Consol. Mort. for \$35,000,000....	5,861,000	7	Jan. & July.	"	1905	98 1/2
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	93	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	9,275,000	6	"	"	1890	96	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1885	109 1/2
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	"	"	1885	107
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11	Funded coupons (193 m.).....	708,600	7	May & Nov.	"	1883	107
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	24	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	108
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	109
Income and Extension Bonds...	1,008,500	8	May & Nov.	"	1902	26 1/2	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	"	"	1892	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	76-77	40	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	26 1/2	Mississippi River Bridge.....	168,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	26 1/2	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	110
Mississquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W.R'y)	4,693,000	7	F. M. A. & N.	"	1915	110 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	12,343,000	7	June & Dec.	"	1902	99 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort.	167,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Chattanooga:							Chl., Pekin & Southw'n (C.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1895	108 1/2
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	"	1917	108 1/2
1st Mort. con. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C.R.I. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	27	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (cou. or reg)	5,428,800	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Chester:							1st Mort. guar. by B. & O. & M. & O.	500,000	7	Jan. & July.	Baltimore.	1900	86
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	77-96	100 1/2	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.):							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	101
1st Mort., guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1885	....
Chester and Tamaroa:							Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort., guar. for \$2,500,000....	1,840,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	103	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (£200 stg. each).	4,379,450	6	Jan. & July.	London.	1903	99	Consolidated Mortgage.....	472,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	109 1/2	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	1,854,000	7	Feb. & Aug.	"	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	111 1/2	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	"	1890	....	2d Mortgage " " " "	65,000	7	"	"	1889	....
Loan of 1872.....													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	6	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	6	"	"	1892	105 1/2	1st Mort. (\$424,000 guar.)	.....				
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	112	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1890	102	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York	1881	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	110	2d Mortgage	500,000	7	May and Nov.	"	1884	....
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1890	102	Detroit, Hillsdale and Indiana:						
3d Mortgage	1,000,000	7	April & Oct.	"	1892	110	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort. a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	Detroit, Lansing and Northern:						
2d Mortgage	849,000	7	April & Oct.	"	1886	108 1/2	1st Mortgage	1,397,000	7	Jan. & July.	Boston.	1907	100
Celebrookdale:							1st Mort. (Tonia and Lansing)	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort. ("")	81,000	8	May & Nov.	"	1890	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Can.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1906	45	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	14 1/2	2d Funded Coup.	375,734	7	May & Nov.	"	1875	....
Income convertible.	3,893,000	7	"	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1898-1906	....	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	344,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	....
1st M. a.f.	39,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	110 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mort. guar. by C., R. and Q.	568,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logansport & Bur.)	564,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income	74,024	7	"	"	1906	....	1st Mortgage 1st div.	286,000	7	Jan. & July.	New York.	1888	1 1/2
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	....	1st Mortgage 2d division	586,000	7	"	"	1894	104 1/2
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1888	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1888	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny-Val. & Pittsb.:						
1st M. on Branch & 2d on main	300,000	7	Jan. & July.	"	1890	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000	1,186,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1891	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104 1/2
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	101 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1892-97	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1890-95	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	105	Company Bonds ("new")	136,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90
Cowanesque Valley:							Loan of 1867	.....	7	"	"	1887	....
1st Mortgage, gold.	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868	.....	6	"	"	1888-89	....
2d Mortgage	190,000	7	May & Nov.	"	1882	....	Loan of 1869	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	.....	7	"	"	1892	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	.....	7	"	"	1893-94	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876	12,673,000	3 1/2	"	Boston.	1906	73
2d Mortgage	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	68
2d Mortgage	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended	2,483,000	7	May & Nov.	New York	1897	116
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage	2,174,000	7	March & Sept.	"	1879	167
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1883	106 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	106 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	108
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1876	....
3d Mortgage, guar.	351,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$20,000,000	12,076,000	7	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.	109,500	7	March & Sept.	"	1886-94	....	2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds	252,445	6	"	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage ("")	495,000	6 1/2	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 56 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	1st L.M. & 1st on 59, 42d on 55m						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	109
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	30
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. K. Exten.)	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,504,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,003,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnston & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor.Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	23
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fromont, Wilkorn & Mo. (S. C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	International and Gt. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7	April & Oct.	New York.	1911	65
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	00
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.f., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'83	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ulmah, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deekertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	68
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	95	2d Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	80	Equipment Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	101	Ionia and Lansing (D. L. & L. M.):						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand Trunk (Can.):							2d Mortgage.....	61,000	8	May & Nov.	"	1896	....
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Falls and Sioux City:						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	100
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Iowa Midland (C. & N. W.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	99
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ironton (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debenture \$3,111,500	15,557,500	....	"	Ottawa	....	....	Ithaca and Athens (Penn.):						
Great Western of Canada:							1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	107
Mortgage Bonds \$127,000....	635,000	6	Jan. & July.	London.	1876	....	Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$547,000....	2,735,000	6	April & Oct.	"	77-'78	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	99
New Bonds \$1,000,000....	5,000,000	6	June & Dec.	"	1890	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	....
Debenture Bonds \$1,743,160....	8,715,300	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	94
Great Western Railway of 1859:							Jacksonville, North West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	99	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	07	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
Greenville and Columbia:							Jamestown & Frank. (L.S. & M. So.):						
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	81-'86	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	2d Mortgage guaranteed.....	600,000	7	June & Dec.	"	1894	....
Greenwich and Johnsonville:							Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	83
Gulf Western Texas and Pacific:							2d Mort. (")	84,000	7	"	"	1899	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
Hannibal and Naples (T. W. & W.):							Jeffersonville, Madison & Indian.						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	86	Jersey City and Albany:						
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal and St. Joseph:							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-'94	103	Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	"	"	87-'98	....	1st Mortgage s.f. fund guar....	336,000	8	Jan. & July.	New York.	1882	106
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	96	Function, Philadelphia:						
1st Mort. (Q. & Palm R.R. 15 m.)	6,000,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
General Land Mortgage (277 m.)	....	7	April & Oct.	"	1888	106	Function and Breakwater:						
Harlem Extension:							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	\$ 2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	103	Bonds to State of Kentucky.....	\$ 74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	97 1/2	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	99	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1898	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	87 1/2
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)...	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,569,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1896	106
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	90
Keokuk and St. Paul (O.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101 1/2	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.....	1,000,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick:						
Lake Erie and Louisville:							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Ontario Shore:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Madison and Portage:						
Lake Shore & Michigan South'n:							1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	....	Maine Central:						
Consol. Mort., S.F., Reg'd'd.	7,925,000	7	J. A. J. & O.	"	1900	111 1/2	Consolidated Mortgage.....	2,790,500	7	April & Oct.	Boston.	1912	80 1/2
Consol. Mort. S.F., Coupon....	9,208,000	7	Jan. & July.	"	1900	112	\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1896	91
2d Consol. Mort. for \$25,000,000	9,208,000	7	June & Dec.	"	1903	103 1/2	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	"	1882	....	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Lake Shore Dividend Bonds....	1,393,000	7	"	"	1899	109	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93 1/2
1st Mort. (Mich. S. & Nor. Ind.)	3,256,000	7	May & Nov.	"	1885	....	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
2d Mort. (") " " " "	1,595,000	7	Jan. & July.	"	1877	....	1st Mort. (Leeds & Farw'gton)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Cleveland & Toledo)	819,000	7	April & Oct.	"	1886	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
2d Mort. (") " " " "	206,000	7	Jan. & July.	"	1882	....	Mansfield & Framing. (B.C. & F.):						
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95 1/2
Mort. Bonds (") " " " "	2,844,900	7	April & Oct.	"	1898	....	Marietta and Cincinnati:						
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	83
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	30 1/2
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	13 1/2
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	Marietta, Pittsburg & Cleveland:						
Lake Shore & Tuscarawas Valley:							1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Marquette, Houghton & Ontonagon:						
2d Mortgage, for \$1,000,000....	698,000	7	"	"	....	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	90 1/2
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Lake Superior & Mississippi:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1898	20 1/2	Massachusetts Valley (C. & P. R.):						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Income Bonds.....	3,200,000	10	"	"	1902	....	Maryland and Delaware:						
Lawrence (P. Ft. W. & Chl.):							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Leavenworth, Atch. & N. West'n:							Massillon & Clevel. (C.M. V. & D.)						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leaven., Lawrence & Galveston:							Maysville and Lexington:						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Memphis and Charleston:						
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
Lehigh and Lackawanna:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tennessee State Loan.....	1,814,142	6	"	"	....	....
Lehigh Valley:							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	109	Memphis and Little Rock:						
1st Mortgage (") reg'd....	6,000,000	7	March & Sept.	"	1910	113 1/2	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage for \$5,000,000....	6,000,000	6*	June & Dec.	"	1923	100	2d Mortgage.....	1,900,000	8	"	"	....	....
General Mort. for \$40,000,000.	5,000,000	6*	"	"	1922	99 1/2	Michigan Air Line (Mich. Cent.):						
General Mort., registered.....	5,000,000	6*	"	"	1922	99 1/2	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	88
Lewisb. Centre & Spruce C. (P. & E.)							Michigan Central:						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lexington & St. Louis (A. & P.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	111
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N. Y.)	\$ 150,000	7	Jan. & July.	New York.	1911	....	N. O., Jack. & Gt. N. (N. O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1896	....
1st Mortgage gold, guaranteed..	150,000	7	Jan. & July.	New York.	1911	....	2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
Minnesota and North Western:							New Orleans, Mobile and Texas:						
1st Mort. gold, skg fd & tax free	20,000pm	7	Jan. & July.	Detroit.	1890	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N. O. St. L. & Chi.)							1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1888	....	New York, Boston and Montreal:						
General Mort. for \$3,000,000 gold	3,709,500	7	May & Nov.	" "	1912	....	1st Mortgage for \$12,250,000.....	6,250,000	7	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.:							New York & Canada (D. & H. C.):						
1st Mortgage gold.....	2,040,000	7	Jan. & July.	.....	1900	....	1st Mort. for \$800,000, guar.....	4,000,000	6	May & Nov.	London.	1904	....
Mississippi and Tennessee:							New York Central & Hudson K. C.						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	" "	1902	....	Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	" "	1888	....
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	592,000	6	" "	" "	1888	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	162,000	6	" "	" "	1883	104
Missouri, Iowa and Nebraska:							Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	106
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F. F.	1,794,000	7	" "	" "	1885	111
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,515,000	6	Jan. & July.	New York.	1899	....	1st Mort. coup. } for \$30,000,000	18,465,000	7	Jan. & July.	" "	1903	118
1st Mort. (Febo & Neesho) S. F.	349,000	7	June & Dec.	" "	1903	....	1st Mort. Sterling for £2,000,000	9,733,333	6	" "	London.	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	" "	1904	39	New York and Harlem:						
First Additional Consol. Mort.....	2,500,000	7	" "	" "	1905	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Second Add. Consol. Mort.....	1,184,000	7	" "	" "	1906	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	" "	1900	120
Third Additional Consol. Mort.....	600,000	7	" "	" "	1905	....	Consol. Mort. of 1872, reg.....			" "	" "	1900	120
Missouri River, Ft. Scott & Gulf:							New York K. I. vated:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	76	1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	56
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	154	N. York, Housatonic & Northern:						
Mobile and Girard.							1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1902	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mort. end. by Genl. E. R. of Ga.	300,000	8	" "	New York.	1889	....	1st Mort. for \$4,000,000.....	2,500,000	7	Jan. & July.	New York.	1902	....
Plain Bonds.....	23,600	8	" "	Savannah.	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	2,454,000	8	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.....	800,000	8	" "	" "	1900	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new.....	243,000	7	Jan. & July.	" "	1905	....
1st Mortgage Sterling.....	5,686,000	6	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	" "	Mobile.	76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1804	....
Sterling Interest bonds.....	769,920	6	" "	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	" "	1896	....
Tennessee Substitution Bonds.....	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	" "	" "	1896	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	1887	....	3d Mort., Equipment.....	3,800,000	7	.....	" "	....	....
2d Mortgage.....	1,458,868	7	March.	" "	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	" "	....	....
Consol. Mort. for \$15,000,000.....	7	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	" "	....	....
Convertible 8 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	New York, Providence & Boston:							
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7	March & Sept.	New York.	....	Extension Bonds.....	250,000	6	May & Nov.	" "	78-'81	....
2d Mortgage.....	780,000	7	" "	" "	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	" "	1899	....
Income Mortgage.....	888,400	7	" "	" "	....	Norfolk & Petersburg (A. M. & O.):							
Montgomery and Erie (Erie):							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	88
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	" "	" "	1877	61
2d ".....	47,000	7	April & Oct.	" "	1887	....	2d Mortgage.....	454,000	8	" "	Norfolk.	1893	86
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8	March & Sept.	New York.	1886	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N. C.	1888	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	" "	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	500,000	7	J. A. J. & O.	New York.	1890	....	2d Mortgage.....	282,500	8	" "	" "	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	102
2d Mortgage guar.....	8,003,000	7	Feb. & Aug.	" "	1891	102	North Pennsylvania:						
Convertible bonds.....	384,600	7	Jan. & July.	" "	1900	85	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	86	2d Mortgage.....	1,500,000	7	May & Nov.	" "	1896	116
Gen'l M. (1st on Beonton Br. gr.	4,991,000	7	April & Oct.	" "	1901	101	General Mortgage.....	2,035,000	7	Jan. & July.	" "	1903	102
Special Mortgage.....	1,025,000	7	" "	" "	....	....	North Shore (Flush., N. E. & Cent):						
Consol. mort. for \$25,000,000 guar.	3,259,000	7	June & Dec.	" "	1915	92	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-'83	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	" "	" "	81-'91	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107
New Mortgage.....	4,700,000	7	" "	" "	1913	100	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101
Nashville and Decatur (L. & Nash.):							Mortgage coupon.....	2,599,000	6	Jan. & July.	Baltimore.	1900	91
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	100	Mortgage registered.....	205,000	6	April & Oct.	" "	1900	....
2d Mortgage gold.....	206,000	6	April & Oct.	Nashville.	1887	....	Consol. General Mort. S. F. F.	4,518,000	6	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell:							Second General Mort. coupon.....	3,000,000	5	" "	Baltimore.	1926	....
Bonds for freight depot.....	200,000	6	Feb. & Aug.	Boston.	1892	104	Second General Mort. coupon.....	1,000,000	6	" "	" "	1926	....
Newark & New York (U. of N. J.):							Northern New Jersey (Erie):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
Newark, Somerset & Strataville:							Northern Pacific:						
1st Mortgage gold.....	800,000	7	May & Nov.	New York.	1889	98	1st Mort. on R. R. & lands gold..	4,000,000	7.3	Jan. & July.	New York.	1900	24
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New Issue for \$380,000.....	400,000	7	" "	" "	1894	105	Northwestern Union (C. & N. W.):						
New Haven and Derby:							1st Mortgage.....	3,500,000	7	March & Sept.	New York.	1917	....
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	Norwich & Worcester (B. H. & E.):						
New H., Middlet'n & Willimam:							1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds.....	400,000	6	March & Sept.	" "	1897	....
2d Mortgage.....	2,000,000	7	" "	" "	1881	....	Nyack and Northern:						
New Haven and Northampton:							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	80-'82	....	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94
Holyoke and Westfield bonds.....	200,000	7	" "	" "	1891	....	Equipment Mortgage.....	200,000	8	" "	" "	1879	94
New Jersey Midland (N. Y. & O. M.):							Sinking Fund Bonds.....	394,000	8	March & Sept.	" "	1890	100
1st Mortgage gold, guar.....	3,000,000	7	Feb. & Aug.	New York.	1895	....	Ohio and Mississippi:						
2d Mortgage.....	1,500,000	7	" "	" "	1881	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	98
New Jersey and New York:							Consolidated S. F. Mortgage.....	3,475,000	7	" "	" "	1898	99
1st Mortgage.....	500,000	7	March & Sept.	N. Y. or Lond.	1893	....	Consolidated Mort., Sterling.....	112,000	7	" "	London.	1898	....
New Jersey Southern:							2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	63
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	85	Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
1st Mort. (Pom's River Branch)	120,000	6	April & Oct.	" "	1888	....	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
2d Mortgage.....	1,000,000	7	March & Sept.	" "	1881	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	" "	1906	....
Consol. Mort. for \$7,000,000.....	5,303,000	7	April & Oct.	" "	1903	....	Old Colony:						
Income Mortgage.....	750,000	7	" "	" "	1891	....	Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1896	101
New Jersey West India							Plain Bonds.....	32,000	6	" "	" "	1894	99
1st Mort. acid, for \$2,000,000.....	1,300,000	7	May & Nov.	New York.	1900	....	Plain Bonds.....	1,450,000	6	Feb. & Aug.	" "	1897	102
New London and Norwich (Conn. Vt.):							New Bonds for \$2,000,000.....	1,992,000	7	March & Sept.	" "	1894	113
1st Mortgage.....	301,000	6	April & Oct.	New York.	1885	....	Cape Cod Railroad Bonds.....	265,000	7	Feb. and Aug.	" "	1891	....
2d Mortgage.....	83,000	7	Jan. and Dec.	" "	1893	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	77	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Balt.	1884	1084
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000pm	7.5	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	1084
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	108
1st Mortgage.....	.....	6	F. M. A. & N.	.....	1896	....	Pickering Valley (Phila. & Edg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,900	7	April & Oct.	Philadelphia.	1900	63
1st Mortgage \$20,000 p. m.....	1,634,900	8	June & Dec.	Boston.	1896	113	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1896	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mort. (Staub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	90
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	864
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,600,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	121
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	301,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	1154
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	1124	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville.							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	1C1	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	99	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	113
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Constructive bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Washington & Baltimore:						
1st Mortgage gold for \$2,505,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	944
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £587,800.	2,903,808	7*	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1885	....
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Krie):							1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,300,000	7*	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	.....	.....	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	1644	1st Mort. (Portland Loan) skg Pd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,700	6	J. A. J. & O.	.....	1910	1671	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	29,250,000	6*	Jan. & July.	London.	1905	964	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	4,672,110	6	April & Oct.	Philadelphia.	77-90	....	Port Royal (S. C.):						
State lien for \$7,500,000, skg Pd	4,672,110	6	.....	.....	....	....	1st Mortgage gold, skg Pd.....	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7*	.....	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	60
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	114	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val (O.R. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guaranteed.....	277,000	8	Jan. & July.	Boston.	1878	1004	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	73
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	110
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkolmen (Phila. and Rdg):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1894	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-98	814	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1886	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 364 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,788,500	7	May and Nov.	" "	1921	1164
1st Mortgage (Md. Div. 91 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$8,000,030.	1,092,000	6*	.....	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108	Virginia State guar. bonds.....	157,800	6	" "	" "	1876	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	104	1st Mort. (Peldmont Branch).....	500,000	6	.....	" "	1888	....
2d Mortgage.....	3,000,000	6	Jan. & July.	" "	1888	1001	1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....	7,652,000	6*	" "	Phil. or Lond.	1920	....	Consolidated Mortgage.....	1,796,000	6	May and Nov.	New York.	76-90	724
Philadelphia and Reading:							Rich., Frederickburg & Potomac:						
Loan of 1863, debenture.....	1,135,306	6	Jan. & July.	Philadelphia.	1893	46	Sterling Loan.....	87,771	6*	Jan. & July.	London.	1875	....
Mort. Loans of 1843-44-45 & 49.	1,610,500	6	" "	" "	1880	1041	Dollar Loan.....	178,428	7	" "	Richmond.	1876	....
Mortgage Loan of 1863.....	2,700,000	7	Apr. and Oct.	" "	1893	1111	Dollar Loan, Coupon.....	450,000	8	" "	" "	1881	....
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....	Dollar Loan.....	124,439	6	various.	" "	1876	....
Mortgage Loan of 1843 stg.....	967,200	6*	" "	" "	1880	....	Richmond and Petersburg:						
Mortgage Loan of 1836 stg.....	134,400	7*	" "	" "	1877	....	1st Mortgage (Coupon).....	174,000	8	Apr. and Oct.	Richmond.	76-86	....
Dollar coupon.....	7,310,000	7	June & Dec.	Philadelphia.	1911	1021	New mortgage of 1875.....	31,000	7	May & Nov.	" "	1915	....
Consolidated Dollar registered	3,339,000	7	" "	" "	1911	103	Rockford, R. Island & St. Louis:						
Mortgage Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....	1st Mortgage tax free.....	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1913	....
June 1, 1871. Gold or stg reg.	663,000	6*	" "	" "	1911	....	Rome, Watertown & Ogdensburg:						
Dollar coupon.....	305,000	6*	" "	Philadelphia.	1911	....	1st Mortgage (W. & R.) skg Fund	799,900	7	March & Sept.	New York.	1893	93
New debent. loan, conv.....	10,499,900	7	Jan. & July.	" "	1896	591	2d Mortgage.....	460,000	7	Jan. & July.	" "	1893	....
New Improvement Mort. Loan	9,341,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....	General Mort. S. F. till 1879.....	1,050,500	7	June & Dec.	" "	1891	....
Gen'l Mort. stg. S.F. (\$60,000,000)	19,086,000	7*	Jan. & July.	" "	1908	....	Consol. Mort. conv. till 1879.....	3,000,000	7	Apr. and Oct.	" "	1904	33

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,600	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	96,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8	"	"	1900	....	2d Mort.	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	108	1st Mort. endor. by Ala. gold....	891,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	60	Sterling Mort. guar. by L. & N.	21,038,000	6	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	30	1st Mortgage gold, assumed....	7,194,500	6	Jan. & July.	New York.	1888	85
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	102
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	104	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	66	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	102
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	7	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	60
1st Mort. (Calo. Ark. & Tex.).....	1,500,000	7	"	"	1897	....	2d preferred bonds.....	452,800	6	"	"	'84-'90	60
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. I.:						
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1895	88	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort. Sunk. Fund.....	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage land grant.....	1,262,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	94
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	"	"	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscogee) conv.....	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	819,840	6	May & Nov.	New York.	1906	....	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	2	"	"	1906	26	1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage, not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Wabash) 80m.	368,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (do.) R. R. & Lands.	8,500,000	7	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1891	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N. Y., Bos. Ph.	1904	95
Sectional Mort.....	210,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Rev. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6	"	"	1891	....
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	Susquehanna, Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah, Griffin & North Ala.:							Symmes, Bing. & N. Y. (DL & W):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st) ..	270,000	7	June & Dec.	"	1887	103
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Tebo and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,555,000	6	Mar. & Sept.	N. Y., Ph. Lon.	1905	85
Belma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6	June & Dec.	"	1906	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7	Jan. and July.	....	1906	50
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	97
Bhamokin Valley & Pottsv. (N. C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1895	97
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	94	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	25
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910	25
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	....
Shenango and Allegheny:							Toledo, Wabash and Western:						
1st Mortgage for \$1,000,000	706,000	7	April & Oct.	New York.	1889	....	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	101
hepaug Valley (Ct.):							1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	101
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1895	99
2d Mortgage.....	300,000	7	Jan. & July.	"	1902	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	64
Shore Line (N. Y., N. H. & Hart.):							1st Mort. (Ill. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1892	....
1st Mortgage construction.....	300,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	75
Sioux City and St. Paul:							2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	65
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	....	2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878	65
Land Grant Mortgage gold.....	500,000	7	"	"	1901	....	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1895	67
2d Mortgage.....	450,000	8	"	"	....	....	Equipment (Toledo & Wabash)	600,000	7	"	"	1883	11
Equipment bonds.....	165,000	10	"	"	....	....	Consol. S. Y. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	40
Sioux City and Pacific:							Consol. 2d mort. gold.....	2,186,000	7	Feb. and Aug.	"	1893	....

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage akg fund, guar....	50,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" "	" "	1890	111
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....	2d Mort. endor. by Wash. Co....	300,000	6	" "	" "	1890	103
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" "	" "	1895	65
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.....	375,000	6	" "	" "	1900	110
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	" "	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	" "	" "	....	....
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bos.	96-99	105	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,324,000	7	Apr. and Oct.	" "	1897	106	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subd.).....	27,235,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	100	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling..	2,225,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	105
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subd.).....	1,000,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	2d Mort. (Cape May & Millville).	600,000	7	Apr. and Oct.	" "	....	96
Union Pacific, S. B. (M. & E. T.):							Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	100
1st Mortgage gold, akg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P. T. & Buff.)							1st Mort. land gr., gold akg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	58	1st Mort. (Southern Extension).	640,000	70	" "	" "	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. Co's)	1,844,000	50	" "	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	60	" "	" "	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1883	....
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	" "	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	" "	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$282,000 (C. & A. M.)	1,310,000	60	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	20
Loan of 1883 (Camden & Amb'y)	1,780,000	6	" "	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	102	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	4,000,000	6	May and Nov.	Philadelphia.	1889	104	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	" "	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	" "	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	90
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	101
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	89
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	70	June & Dec.	" "	1916	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,800	70	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" "	" "	1885	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	" "	'81-'87	....
General							Plain Bonds.....	250,000	7	Apr. and Oct.	" "	1893	107
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	490,000	7	Feb. and Aug.	" "	1895	....
2d series (blue).....	550,000	7	" "	" "	1890	....	CANAL BONDS.						
3d series (black).....	138,000	7	" "	" "	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,099,500	6	Jan. and July.	Baltimore.	1885	70
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	98
3d Mortgage.....	900,000	6	" "	" "	1884	98	Delaware and Hudson:						
5th Mortgage.....	999,000	8	March & Sept.	" "	1900	102	1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	101
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....	" { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	101
Funded Interest.....	226,900	8	" "	" "	1880	....	" { coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	101
Wallkill Valley (Erie):							" { registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,550	6	" "	" "	1882	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	106	Convertible Loan, gold.....	771,000	60	March & Sept.	" "	1894	22
Warren & Franklin (F. T. & B.):							Convertible Loan, registered.....	6,381,933	6	J. A. J. & O.	" "	1894	105
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	78	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	" "	1897	103
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,658,500	60	June & Dec.	" "	1897	97
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Consolidated Mortgage.....	1,115,000	7	" "	" "	1911	70
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	" "	1892	....
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
Washington City, Va. Mid. & Gt. So.:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	48	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	" "	" "	1891	....	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	85	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. (")	1,200,000	6	Jan. and July.	" "	1875	70	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" "	1899	100
3d Mort. (")	600,000	8	May and Nov.	" "	1873	37	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	....
4th Mort. (")	700,000	8	March & Sept.	" "	1880	15	Pennsylvania:						
Funded Coupons (do.)	722,664	....	" "	" "	....	....	1st Mortgage akg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	59
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	" "	1896	....	1st Mortgage (W. V. Val. Can.)...						

“Rolling Stock” occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]

Dec. 31, 1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250</
---------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

occurring in the column headed "Rolling Stock" is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *diagonal* (---) signifies "not ascertained."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

is *year/decade* (occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.									
Property and Assets.			Liabilities.			Operations.			
Railroad.			Stocks.			Freight.			Earnings.
Rolling Stock.			Bonds.			Passengers.			Gross.
Assets.			Accounts.			Trains Moved.			Net.
Surplus Income.			Accounts and Cash.			Railroad Operated.			Dividends.
Par.			M.			M.			Par.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.			M.			M.
M.			M.						

Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	Jun. 30, 1872	Jul. 31, 1872	Aug. 31, 1872	Sep. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	Jun. 30, 1873	Jul. 31, 1873	Aug. 31, 1873	Sep. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	Jun. 30, 1874	Jul. 31, 1874	Aug. 31, 1874	Sep. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	Jun. 30, 1875	Jul. 31, 1875	Aug. 31, 1875	Sep. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	Jun. 30, 1876	Jul. 31, 1876	Aug. 31, 1876	Sep. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	Jun. 30, 1877	Jul. 31, 1877	Aug. 31, 1877	Sep. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	Jun. 30, 1878	Jul. 31, 1878	Aug. 31, 1878	Sep. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	Jun. 30, 1879	Jul. 31, 1879	Aug. 31, 1879	Sep. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	Jun. 30, 1880	Jul. 31, 1880	Aug. 31, 1880	Sep. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	Jun. 30, 1881	Jul. 31, 1881	Aug. 31, 1881	Sep. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	Jun. 30, 1882	Jul. 31, 1882	Aug. 31, 1882	Sep. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	Jun. 30, 1883	Jul. 31, 1883	Aug. 31, 1883	Sep. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	Jun. 30, 1884	Jul. 31, 1884	Aug. 31, 1884	Sep. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	Jun. 30, 1885	Jul. 31, 1885	Aug. 31, 1885	Sep. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	Jun. 30, 1886	Jul. 31, 1886	Aug. 31, 1886	Sep. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	Jun. 30, 1887	Jul. 31, 1887	Aug. 31, 1887	Sep. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	Jun. 30, 1888	Jul. 31, 1888	Aug. 31, 1888	Sep. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	Jun. 30, 1889	Jul. 31, 1889	Aug. 31, 1889	Sep. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	Jun. 30, 1890	Jul. 31, 1890	Aug. 31, 1890	Sep. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	Jun. 30, 1891	Jul. 31, 1891	Aug. 31, 1891	Sep. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	Jun. 30, 1892	Jul. 31, 1892	Aug. 31, 1892	Sep. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 30, 189
---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	--------------

Portsmouth and Dover Railroad.

At the annual meeting of the stockholders of the Portsmouth and Dover Railroad Company, held at Portsmouth, N. H., on the 28th ult., the following board of directors was elected: Frank Jones, Daniel Marcy, William H. Sise and Albert R. Hatch of Portsmouth, and Oliver Wyatt, Andrew H. Young and Charles E. Sawyer of Dover. Frank Jones was elected President, William H. Hackett Clerk, and George E. Treadwell Treasurer. The President stated that all demands against the road had been settled with the exception of the Benn claim of Dover, and suggested that a committee be appointed from the directors to settle the same. He also desired that arrangements should be made to turn the road over to the Eastern in New Hampshire, which was referred to the directors, with power.

Statement of the Public Debt of the United States, September 1, 1878.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$290,000 00	\$2,166 67
4 per cent. 1851 bonds, 1861..	18,416,000 00	154,150 00
6 per cent. bonds, 1851 (Oregon), 1861.....	945,000 00	9,450 00
6 per cent. 1851 bonds, 1861..	180,321,350 00	1,591,213 50
6 per cent. 1851 bonds, 1863..	75,000,000 00	750,000 00
6 per cent. 10-40 bonds, 1864..	194,566,300 00	4,864,157 50
6 per cent. consols, 1865.....	91,793,100 00	917,931 00
6 per cent. consols, 1867.....	310,614,100 00	3,106,141 00
6 per cent. consols, 1868.....	37,436,300 00	374,653 00
6 per cent. funded loan of 1851	598,440,350 00	2,118,501 46
4 per ct. funded loan of 1891	250,000,000 00	2,512,500 00
4 per ct. funded loan of 1907.	141,550,000 00	945,550 66

Aggregate of debt bearing coin interest.....	\$1,815,070,500 00	\$17,978,530 79
Interest due and unpaid.....		9,455,987 54

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$70,000 00
--	-----------------	-------------

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	429,200 00	489 07
6 per cent. 5-20 bonds, called June, 1864.....	92,300 00	702 38
6 per cent. 5-20 bonds, called 1865.....	290,400 00	67,823 73
6 per cent. Consol. bonds, called, 1865.....	10,417,550 00	167,944 06
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,688 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,800 00	102 00
6 per ct. treasury notes, 1861.	3,000 00	564 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,700 00	1,141 30
5 per cent. 1 year notes, 1863.	51,145 00	2,569 35
6 per cent. 2 year notes, 1863.	38,550 00	2,115 65
6 per cent. compound interest notes, 1863-64.....	272,150 00	55,018 29
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	150,000 00	7,415 43
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 08
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$11,978,650 28	\$377,731 69
--	-----------------	--------------

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$32,240 00
Legal tender notes, 1862-63..	546,681,016 00
Certificates of deposit.....	49,460,000 00
Fractional currency, 1862-3-4	16,351,728 10
Gold certificates, 1863.....	37,016,400 00
Silver certificates.....	6,001,450 00
Unclaimed interest.....	8,677 03

Aggregate of debt bearing no interest.....	\$456,572,834 10	\$8,677 03
--	------------------	------------

ANCAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$723,583,850 00	
Bonds at 5 per cent.....	703,286,650 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	141,850,000 00	
	\$1,818,670,500 00	\$27,434,518 63

Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	70,000 00
Debt on which interest has ceased since maturity.....	11,978,650 28	377,731 69

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,743,256 00	
Certificates of deposit.....	49,460,000 00	
Fractional currency.....	16,351,728 10	
Coin and Silver Certificates.	44,017,860 00	
	\$456,572,834 10	

Unclaimed interest.....		8,677 03
	\$2,301,216,984 36	\$27,890,917 25

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,329,107,901 61	
---	--------------------	--

AMOUNT IN TREASURY.

Coin.....	\$238,420,709 37
Currency.....	2,122,171 97
Currency held for redemption of fractional currency.....	10,000,000 00
Special deposit held for redemption of certificates of deposit as provided by law...	49,460,000 00
	\$300,002,881 34
Debt, less amount in Treasury, Sept. 1, 1878.....	\$2,029,105,020 27
Debt, less amount in Treasury, on the 1st ult.	2,035,580,524 85

Decrease of debt during the past month.....	\$6,475,504 78
Decrease of debt since June 30, 1878.....	6,681,811 75

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,023,320 00	10,233 20

Totals.....	\$64,623,512 00	\$646,235 12
-------------	-----------------	--------------

Interest paid by United States, \$39,835,039 84; interest repaid by transportation of mails, &c., \$10,241,749 60; balance of interest paid by United States, \$29,593,290 86

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1878.

JOHN SHERMAN,
Secretary of the Treasury.

Redemption of Five-twenty Bonds.

The Secretary of the Treasury issued on the 4th inst., the seventieth call for the redemption of 5-20 bonds of 1865—consols of 1865. The call is for \$5,000,000, of which \$2,000,000 are coupon and \$3,000,000 registered bonds. The principal and interest will be paid at the Treasury on and after the 4th day of December next, and the interest will cease on that day. The following are the descriptions of the bonds:

Coupon bonds, dated July 1, 1865, namely: \$50, Nos. 74,001 to 75,003, both inclusive; \$100, Nos. 136,001 to 138,000, both inclusive; \$500, Nos. 95,001 to 97,000, both inclusive; \$1,000, Nos. 184,001 to 189,000, both inclusive.

Registered bonds, redeemable at the pleasure of the United States after the first day of July, 1870, as follows: \$50, Nos. 2,451 to 2,485, both inclusive; \$100, Nos. 19,101, to 19,120 both inclusive; \$500, Nos. 11,201 to 11,226, both inclusive; \$1,000, Nos. 88,001 to 88,400, both inclusive; \$5,000, Nos. 11,601 to 12,000 both inclusive; \$10,000, Nos. 22,551 to 22,880, both inclusive.

The Reading (Penn.) Eagle says the project of building the Oley Valley Narrow Gauge Railroad from Monocacy to Friedensburg is again under discussion.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 3.

	W.	Th.	F.	Sat.	S.	M.	Tu.	3.
Allegheny Val. 7 3-10s.....	109	109	109	109	109	109	109	109
7s, Income.....	24	24	24	24	24	24	24	24
Camden & Am. 6s, 1880.....	.....	.....	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....	.....	.....
Mort. 6s, 1880.....	.....	.....	.....	.....	.....	.....	.....	.....
Camden and Atlantic.....	.....	.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	.....	.....	.....
Catawissa.....	.....	.....	.....	.....	.....	.....	.....	.....
Preferred.....	36	36	36	36	36	36	36	36
New preferred.....	32	32	32	32	32	32	32	32
7s, new.....	.....	.....	.....	.....	.....	.....	.....	.....
Del. & Bound Brook.....	.....	.....	.....	.....	.....	.....	.....	.....
7s.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira & Williamsport.....	.....	.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....	.....	.....
7s.....	.....	.....	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.....	.....	.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Navigation.....	17	18	18	18	18	18	18	18
6s, 1884.....	.....	.....	.....	.....	.....	.....	.....	.....
Gold Loan.....	62	62	62	62	62	62	62	62
Railroad Loan.....	.....	.....	.....	.....	.....	.....	.....	.....
Conv. Gold Loan.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Valley.....	39	33	33	33	33	33	33	33
6s, new, coupon.....	.....	.....	.....	.....	.....	.....	.....	.....
6s, new, registered.....	.....	.....	.....	.....	.....	.....	.....	.....
7s.....	113	113	113	113	113	113	113	113
Consol. mort. 6s.....	99	99	99	99	99	99	99	99
Little Schuylkill.....	.....	.....	.....	.....	.....	.....	.....	.....
Minehill & Sch. Haven.....	.....	.....	.....	.....	.....	.....	.....	.....
North Pennsylvania.....	.....	.....	.....	.....	.....	.....	.....	.....
1st mortgage 6s.....	108	108	108	108	108	108	108	108
2d mortgage 7s.....	107	107	107	107	107	107	107	107
Gen'l mort. 7s, coup.....	106	106	106	106	106	106	106	106
Gen'l Mort. 7s, reg.....	106	106	106	106	106	106	106	106
Northern Central.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania R. R.....	32	32	32	32	32	32	32	32
1st mortgage.....	104	104	104	104	104	104	104	104
Gen'l mortgage.....	107	107	107	107	107	107	107	107
Gen'l mort. reg.....	109	109	109	109	109	109	109	109
Consol. mort. 6s.....	.....	.....	.....	.....	.....	.....	.....	.....
Penn. & N. Y. Canal 7s.....	.....	.....	.....	.....	.....	.....	.....	.....
Penn. State 6s, 2d series.....	104	104	104	104	104	104	104	104
do, 3d series.....	109	109	109	109	109	109	109	109
do, 5s, new.....	111	111	111	111	111	111	111	111
Philadelphia City, 6s.....	107	107	107	107	107	107	107	107
6s, new.....	114	114	114	114	114	114	114	114
Phila. and Reading.....	16	16	16	16	16	16	16	16
Debenture bonds.....	.....	.....	.....	.....	.....	.....	.....	.....
7s, of 1893.....	.....	.....	.....	.....	.....	.....	.....	.....
7s, new convertible.....	.....	.....	.....	.....	.....	.....	.....	.....
Gen'l mortgage 7s.....	102	102	102	102	102	102	102	102
Gen'l mortgage, reg.....	103	103	103	103	103	103	103	103
Philadelphia and Erie.....	.....	.....	.....	.....	.....	.....	.....	.....
1st mortgage, 6s.....	101	101	101	101	101	101	101	101
2d mortgage, 7s.....	88	88	88	88	88	88	88	88
Pittsb., Clin. & St. L. 7s.....	87	87	87	87	87	87	87	87
Pittsb., Titusv. & Buff. 4s.....	41	41	41	41	41	41	41	41
7s.....	.....	.....	.....	.....	.....	.....	.....	.....
Schuylkill Navigation.....	.....	.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....	.....	.....
6s, 1872.....	90	90	90	90	90	90	90	90
6s, 1882.....	.....	.....	.....	.....	.....	.....	.....	.....
6s, 1895.....	.....	.....	.....	.....	.....	.....	.....	.....
United Co. of N. Jersey 126	127	127	127	127	127	127	127	127
Heatonville, (Horse) 8s.....	8	8	8	8	8	8	8	8
Chestnut & Wal. (do.) 62	.....	.....	.....	.....	.....	.....	.....	.....
Germantown (do.).....	46	46	46	46	46	46	46	46
Green and Conter (do.).....	45	45	45	45	45	45	45	45
Lombard & 8th (do.).....	.....	.....	.....	.....	.....	.....	.....	.....
2d and 3d streets (do.).....	.....	.....	.....	.....	.....	.....	.....	.....
Spruce and Pine (do.).....	.....	.....	.....	.....	.....	.....	.....	.....
13th and 15th sts (do.).....	.....	.....	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 3.

	W.	Th.	F.	S.	P.
Baltimore and Ohio	88	88	88	88	91
6s, 1880.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....
Central Ohio .....	.....	.....	.....	.....	.....
1st mortgage.....	101	101	101	101	101
Marietta & Cincinnati.....	.....	.....	.....	.....	.....
1st mortgage, 7s.....	82	82	82	82	83
2d mortgage, 7s.....	30	30	30	30	30
3d mortgage, 8s.....	.....	.....	.....	.....	.....
North Central .....	.....	.....	.....	.....	.....
2d mortgage, 6s 1885.....	.....	.....	.....	.....	.....
3d mortgage, 6s, 1900.....	.....	.....	.....	.....	.....
6s, 1900, Gold.....	.....	.....	.....	.....	91
Orange and Alex. 1st.....	.....	.....	.....	.....	.....
2d mortgage, 6s.....	.....	.....	.....	.....	.....
3d mortgage, 8s.....	.....	.....	.....	87	.....
4th mortgage, 8s.....	.....	.....	.....	.....	.....
O., Alex. & Manassas 7s.....	.....	.....	.....	.....	91
Pittsb. & Connellsv. 7s.....	.....	.....	.....	.....	91
Virginia 6s, Consol.....	54	54	54	54	54
Consol. Coupons.....	78	78	78	78	78
Deferred Certificates.....	.....	.....	.....	.....	.....
Western Maryland.....	.....	.....	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....	.....
2d M., do.....	.....	.....	.....	.....	.....
3d M., do.....	108	108	108	108	108
1st M., unencumbered.....	.....	.....	.....	.....	.....
2d M., end. Wash. Co.....	.....	.....	.....	.....	.....
3d Mort., preferred.....	.....	.....	.....	.....	.....
Oliver Passenger R. R.....	.....	77	77	77	77

New York Stock Exchange.

Closing Prices for the week ending Sept. 4

Closing Prices for the week ending Sept. 4.

Th.29.F.30.Sat.31. M.2 Tu.3. W.4.

FEDERAL STOCKS:—

U. S. 4s, 1907, reg.....	100½	100½	100½	100½	100½	100½	100½
U. S. 4s, 1907, coup.....	100½	100½	100½	100½	100½	100½	100½
U. S. 4½, 1891, reg.....	103½	103½	103½	103½	103½	103½	103½
U. S. 4½, 1891, coup.....	104½	104½	104½	104½	104½	104½	104½
U. S. 5s, 10-40s, reg.....	106½	106½	106½	106½	106½	106½	106½
U. S. 5s, 10-40s, coup.....	106½	106½	106½	106½	106½	106½	106½
U. S. 5s, 1881, reg.....	106½	106½	106½	106½	106½	106½	106½
U. S. 5s, 1881, coup.....	107½	107½	107½	107½	107½	107½	107½
U. S. 5s, 1891, reg.....	108	108	108	108	108	108	108
U. S. 5s, 1891, coup.....	108	108	108	108	108	108	108
U. S. 5s, 5-20s, r. n. 1885	102½	102½	102½	102½	102½	102½	102½
U. S. 5s, 5-20s, c. n. 1885	102½	102½	102½	102½	102½	102½	102½
U. S. 5s, 5-20s, r. n. 1887	104½	104½	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, c. n. 1887	105½	105½	105½	105½	105½	105½	105½
U. S. 5s, 5-20s, r. n. 1888	108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. n. 1888	107½	107½	107½	107½	107½	107½	107½
U. S. 6s, Pac. R.R. issue	115½	115½	115½	115½	115½	115½	115½

London Stock Exchange.

—Closing Prices.—

	Aug. 23.	Aug. 16.
Atlantic & Gt. W. 1st mort., \$1,000..	26 — 28	25 — 30
Do. 2d mort., \$1,000.....	9 — 11	9 — 11
Do. 3d mort., \$1,000.....	4 — 6	5 — 6
Do. 1st mort. trust. certificates ..	23 — 30	28 — 35
Central Pacific of California 1st mort.	107½ — 108½	107½ — 108½
Detroit & Milwaukee 1st mort. bonds	45 — 50	45 — 50
Do. 2d do.	45 — 50	45 — 50
Erie shares, \$100.....	16½ — 17	17 — 17½
Do. Reconstruction Asses. \$6 pd.	23 — 23	23 — 23
Do. do.	24 — 24	24 — 24
Do. Preference Shares.....	32 — 32	32 — 32
Do. 7 Convertible Gold Bonds.....	— —	— —
Do. Reconstruction Trustees Cer.....	60½ — 61	61 — 62
Do. 1st Consol. Mort. ex-certif.....	82 — 84	81 — 83
Do. with Rec. T's Certs. of 6 Cou.....	92 — 94	92 — 94
Illinois Central \$100 shares.....	84½ — 84	82 — 83
Lehigh Valley Consol. mortgage.....	99 — 101	99 — 101
N. Y. Cent. & Hud. Riv. Mt. bonds.	119 — 123	119 — 120
Do. \$100 shares.....	111 — 113	111 — 112
Pennsylvania, \$50 shares.....	32½ — 33	32½ — 32
Do. 1st mortgage.....	101 — 103	101 — 103
Philadelphia and Reading \$50 sha.....	16 — 17	16½ — 17
Pittsburg, Ft W. & Chic. Equip bds.	104 — 108	104 — 108
Union Pacific Land Grant 1st mort.	106 — 108	107 — 109

American Railroad Journal.

Saturday, September 7, 1879.

Financial and Commercial Affairs.

In our financial columns we have referred heretofore to the decision of Mr. Secretary Schurz in the well-known case of Dodymott, pre-emptor, against the Kansas Pacific Railroad. This decision, involving the title to lands worth \$20,000,000 or more at present valuation, was adverse to the railroad. The Kansas Pacific Railroad Company thereupon applied to the Secretary of the Interior for a suspension of action and a reconsideration of the decision. Other roads were equally interested in the decision, and it was understood that this case of Dodymott would be made a test one, and upon it rests the right of the Government to interfere in the matter of pre-emption of granted lands.

On the 3d instant, the Secretary gave a second decision in which, after reviewing the law making the land grant, the conditions and obligations attendant upon the grant, the effect of the mortgage upon the road's title, the limitation and meaning of the term "disposed of"—upon which term the road lays peculiar stress—with other points in detail bearing upon the question, the first decision is confirmed.

The Secretary now gives almost precisely the same arguments in support of his decision that the JOURNAL gave at first in discussing the legality of the decision. We then said that the execution of a mortgage, or as in this case a deed of trust, was not in effect either a sale or a disposal of the land. The title remained still in the railroad, whose officers were making sales and executing deeds for the same when said. We cannot

arrive at a different conclusion. The amount at stake is so large that the railroads will probably still contest the decisions made and take the case to the United States Supreme Court.

We now repeat that the various railroads will not themselves suffer seriously by this decision, if confirmed by the Supreme Court. The bondholders who accepted a deed of trust upon the lands in question may find their security not as ample as they expected.

The amount of silver coined at the mints since the Silver bill went into effect is over \$13,000,000. The amount of this new silver money put in circulation up to August 31st was only \$2,700,000. On the 19th July the Treasury sent notices to the depository banks that silver dollars would be furnished on demand for paper money. No demands were made for the dollars. Everybody preferred paper for the excellent reasons that it is intrinsically much nearer in value to gold than the silver dollar is; also because the paper money is most convenient.

Now, on the 3d instant, the Treasury offers to pay the express charges to any bank or banking institution on silver in sums of even thousands if such bank will part with its paper for silver dollars. We respectfully suggest to the Secretary of the Treasury that a bonus of ten per cent is the next best thing to offer after paying express charges.

Receipts at the U. S. Treasury for the month of August were for customs, \$13,679,297 60; against \$13,823,729 87 in 1877. From Internal revenue, \$8,855,650; against \$9,710,944 98 in 1877.

The official statement of United States currency outstanding Aug. 31st was: Old demand notes, \$62,240; Legal tender notes, \$346,681,016; one-year notes of 1863, \$14,850; two-year coupon notes of 1863, \$23,800; compound interest notes, \$272,940; fractional currency, all issues, \$16,351,728 10—total, \$368,457,869 10.

The public debt statement for August, given elsewhere, shows a decrease in the debt for the month of \$6,475,504, and the following balances in the U. S. Treasury: Currency, \$2,122,171 97; special fund for the redemption of fractional currency, \$10,000,000; special deposit of legal tenders for redemption of certificates of deposit, \$49,460,000; coin, \$238,420,709 57, including coin and silver certificates, \$44,017,850; outstanding legal tenders, \$346,681,016. The decrease in the public debt since June 30th is \$6,681,811.

The receipts and disbursements at the office of the Assistant Treasurer of the United States at New York for the month of August, 1878, were: Receipts from all sources \$54,914,249 82. Payments for various accounts \$47,237,054 57. Balance, \$180,569,815 50.

Receipts for customs at the port of New York for the month of August were \$10,396,446 18, against \$10,307,296 86 last year. An increase in 1878 of \$89,149 32. Total value of imports, exclusive of specie, at the port of New York from Jan. 1 to Aug. 31, \$192,915,743.

The business at the United States Assay Office at New York for the month ending August 31, 1878: Deposits of gold, \$1,017,000 deposits of silver, \$721,000. Total deposits, \$1,738,000.

Gold bars stamped \$773,528 42; silver bars stamped, \$1,389,544 91; transmitted to Mint at Philadelphia for coinage, gold, \$1,351,423 06.

The Money market at this time offered no change for remark since our last. Money is in excess of any legitimate demand. Borrowers with gilt-edged securities can supply their wants at low rates of interest. Call loans are made at 1½@2 per cent. Gold has remained unchanged throughout the week, dull at 100½. Silver is reported from London dull at 52½d. per ounce. The Bank of England has been gaining in coin, whilst the weekly statement of the Bank of Germany shows a loss of 15,000,000 marks, specie.

The Stock market has shown more activity during the last week, the sales having been Saturday, 120,200 shares; Monday, 130,100; Tuesday, 114,500, and Wednesday, 118,400.

There is little of the speculative feeling so prominent in July and the early part of August. Investment stocks are more sought for since the speculative flurry "of the fancies" has subsided. The subscriptions to the new four per cents have been well maintained until Tuesday, the 3d instant, when the sales reported were only \$144,000. We now quote Government bonds of all issues as follows:

United States 6s, 1881, registered, 108½@108¾; do. coupon, 108½@108¾; 5-20s, 1865, new, registered, 102½@102¾; do. coupon, 102½@102¾; do. 1867, registered, 105¾@105½; do. coupon, 105¾@105½; do. 1868, registered, 107½@107¾; do. coupon, 107½@107¾; ten-forties, registered, 106½@106½; do. coupon, 106½@106½; 5 per cents, 1881, registered, 106½@106¾; do. coupon, 106½@106¾; 4½ per cents, 1891, registered, 103¾@103¾; do. coupon, 103¾@103¾; 4 per cents, 1907, reg., 100½@100½; do. coupon, 100½@100½; sixes, currency, 120½@120¾.

From Boston the month is reported opening on a dull money market. Borrowers have no difficulty in making good terms with banks where they are known. Banks discount strong commercial names at four months date for 4 per cent; while occasional discounts are made at 3½. Short dates would go even lower but no such paper is offered.

Philadelphia advices report a steady money market. Call loans are quoted at 3@4 per cent. Commercial paper is in good demand at 4½@5 per cent for short dates. Four months date and longer time at 5@5½ per cent. Loans on government securities are readily made at 3@4 per cent; on other securities at about 6 per cent. At the Stock Board sales of Pennsylvania Railroad shares were made at 32¾@32¾, the market showing more firmness at the close. Reading quoted at 16¾@17.

Baltimore advices indicate an improved demand for money to move the crops. The volume of business is also increasing. Money is still very abundant with low rates of discount prevailing. Call loans are quoted at 4@5 per cent; with mercantile paper at 5@6 per cent. Sales of Baltimore and Ohio scrip were reported at 90—an advance. Stock market dull and transactions nominal.

Foreign exchange at the close was in good supply and prices were slightly lower for actual

business. We now quote 60 day and sight bills at 4 83 for the former, and 4 87½ for the latter.

The exports of domestic produce from the port of New York for the week amounted to \$7,625,433, against \$7,261,045 for the corresponding week last year. The total exports of produce since January 1, this year, were \$230,948,918, against \$185,785,057 in 1877 for the same time.

Metals continue in small demand and prices are not notably different from our last report.

Domestic Produce has ruled firm under an active export demand, with prices somewhat irregular. A noticeable feature of the week was the purchase of some 800,000 bushels wheat for French account.

Cotton has been irregular. The wide difference between spots and near futures is being closed up. We now quote middling uplands at 12½ cents. Futures at the close were: September, 11.46@11.58; October, 11.24@11.27; November, 11.05@11.08; December 11.01.

Ocean freights active and irregular. Engagements to Liverpool, grain by steam, at 6½d. per 60lbs. To London, grain by steam, 7½d. per 60lbs. To Havre, grain by steam, 19@19½c.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Nashville, Chattanooga and St. Louis 1st mort., 100½; Rome, Watertown and Ogdensburg 7s, consol., 32; Kansas Pacific 7s, Denver Div., M. & N., 1899, with coup. certifi., 69; Lehigh and Wilkesbarre 7s, consol., ass., 47; Missouri, Kansas and Texas 7s, consol. ass., 39½; Louisiana and Missouri River 1st mort., 99½; Kansas Pacific 6s, J. & D., 1896, with coupon certifi., 97½; Cleve., Col., Cin. and Ind. 7s, consol., 85; Buffalo, New York and Erie 1st mort., 1916, 107½; Toledo and Wabash 2d mort., 90; East Tenn., Virginia and Georgia 1st mort., 100½; South Pacific 1st mort., 85; Cedar Falls and Minnesota 1st mort., 89; Ind., Bloom. and Western 1st mort., 23; Louisville and Nashville 2d mort., 87½; St. Louis and San Francisco R. R., 2¼; Mariposa L. & M., 1½; Missouri 6s, 1883, 101; do. 1886, 102; do. 1887 and 1888, 102¼; Louisiana 7s, consol., 72¼; Tennessee 6s, old, 35; do. new, 33½; North Carolina 6s, old, J. & J., 17; do. A. & O., 16¼; Georgia 7s, new, 108½. The latest quotations are: Adams Exp., 105¼@106; American Exp., 49@50; Atlantic and Pacific Telegraph, 26@27; Central Railroad of New Jersey, 33¾@34½; Chicago, Burlington and Quincy, 110¼@110¾; Chicago and Alton, 80@83; do. pref., 100@101; Chicago and Northwestern, 35½@35¾; do. pref., 65¼@65¾; Chicago, Milwaukee and St. Paul, 29¼@29½; do. pref., 67¾@67¾; Chicago, Rock Island and Pacific, 117½@117¾; Cleveland, Columbus, Cincinnati and Indianapolis, 31@31½; Cleveland and Pittsburg, 81½@82; Delaware and Hudson Canal, 50@50¼; Delaware, Lackawanna and Western, 53¾@53½; Erie, 14½@14¼; do. pref., —@31; Hannibal and St. Joseph, 15½@15¾; do. pref., 38@38¾; Illinois Central, 80@82; Kansas Pacific, 5½@—; Lake Shore and Michigan Southern, 67¾@67¾; Michigan Central, 70¾@70¾; Morris and Essex, 83¼@83¾; N. Y. Central and Hudson River, 113½@113¾; New York and Harlem, 128@129; Ohio and Miss., 7¼@7½; do. pref., 14

@15; Pacific Mail, 17½@18; Panama, —@126; Pittsburgh, Ft. Wayne and Chicago, 96½@97; Quicksilver, 12@13; do. pref., 32@34½; St. Louis, Iron Mt. and Southern, —@4½; St. Louis, Kansas City and Northern, 4¼@4½; do. pref., 21@23; Union Pacific, 64½@64½; U. S. Express, 49@49½; Wells Fargo Express, 90@90½; Western Union Telegraph, 93¼@93½; Wabash, 14½@15.

Philadelphia.—Belvidere Delaware 2d mort., 100; West Jersey R. R. 6s, 105; Philadelphia and Reading R. R. scrip, 58; Northern Pacific pref., 17½; do. 7.30s, 24; American Steamship Co. 6s, 80; Pennsylvania Canal 6s, 60; Lehigh Nav. consol. mort. 7s, 75; Warren and Franklin 7s, 68½; Philadelphia, Germantown and Norristown R. R., 98; Chestnut Hill R. R., 96; Morris Canal, pref., 125; Nesquehoning Valley R. R., 49; Central Transp., 28¾; Pittsburg 7s, W. L., 102½; Cincinnati 7.30s, M. & N., 101¼; do. J. & J., 102½. The latest quotations are: City 6s, 105@107; do. free of tax, 114¼@114½; Pennsylvania State 6s, 2d series, 104@104½; do. 3d series, 109¼@112; do. 5s, new loan, 111@112; Philadelphia and Reading, 13¾@17; do. Gen'l mort. 7s, coup., 102@103; do. reg. 102¼@103; do. mort., 6s, 1880, 104@104½; do. 7s, new conv., 55@65; do. 7s, 1893, 112½@113; United New Jersey R. R. and Canal Co., 128@128½; Pittsburgh, Titusville and Buffalo R. R., 4¼@4¾; do. 7s, 30@34; Camden and Amboy mort. 6s, 1889, 109¼@110½; Pennsylvania R. R., 32¾@32¾; do. 1st mort., 104½@—; do. gen'l mort., coupon, 107@107½; do. reg. 108½@—; do. consol. mort. 6s, reg., 95@—; Little Schuylkill R. R., 43@44; Morris Canal, 50@—; do. pref., 124@—; Susq. Canal, —@6; do. 6s, 26@—; Schuylkill Nav. —@6; do. pref., 7¾@8; do. 6s, 1882, 60@65; do. 1872, —@90; Elmira and Williamsport pref., 36@41; do. 7s, 103½@—; do. 5s, 65@—; Lehigh Coal and Navigation, 18¼@18½; do. 6s, 1884, 105@—; do. R. R. loan, 105@—; do. Gold Loan, 93@—; North Pennsylvania, 40@41; do. 6s, 107½@108; do. 7s, 114@—; do. Gen'l mort. 7s, reg., 105½@105½; Philadelphia and Erie, —@8; do. 6s, 104¼@104½; do. 7s, 100¼@101; Minehill, 49@49½; Catawissa, 6@8; do. pref., 36@—; do. new pref., 33@—; do. 7s, 1900, 106@106; Lehigh Valley, 38½@39; do. 6s, new coupon, 110@112; do. reg., 111½@111½; do. 7s, reg., 113@115; do. consol. mort., 99½@99½; Fifth and Sixth streets (horse,) 89@90; Second and Third, 76@78; Thirteenth and Fifteenth, 42½@43; Spruce and Pine, —@36; Green and Coates, 44@46; Chestnut and Walnut, 61½@62½; Hestonville, 10¼@10¾; Germantown, 45@47; Union, 68@75; Lombard and South, 10@12.

Baltimore.—Maryland Defense 6s, 109½; Baltimore 5s, new, 105½; do. 6s, 1890, 110; Baltimore and Ohio scrip, 89. The latest quotations are: Cincinnati and Baltimore, 7s, —@90; Wilmington and Weldon 7s, 96@—; Wilmington, Columbia and Augusta 7s, 20@29; Richmond and Danville 1st mort., 72½@—; Pittsburg and Connellsville 7s, 1898, 94@95; Baltimore and Ohio, 91½@92½; do. scrip, 90@—; do. 6s, 1880, 100@105; do. 1885, 105@—; Washington Branch, 110@—; Northern Central, 14@—; do. 6s, 1885, 105@107½; do. 6s, 1900, 101@104½; do. 6s, 1900, gold, 92@92½; Marietta and Cincinnati 1st mort., 1892, 82½@83; do. 2d mort. 7s, 80½@81; do.

8d mort. 8s, 13@14; Central Ohio, 22@25; do. pref., —@40; do. 1st mort., 98¾@100; Western Maryland 1st mort. 6s, 1890, 100@105; do. 1st mort. guar., 108@—; do. 2d mort., guar., —@—; do. 3d mort. guar., 107@108½; do. 2d mort. pref., 65@70; 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 92½@97½; do. 8d mort. 8s, 102¾@105; Orange and Alexandria 1st mort. 6s, 85@—; do. 2d mort. 6s, 70@74; do. 3d mort. 8s, 87½@87½; do. 4th mort. 8s, 12@—; Orange, Alex. and Manassas 7s, 48@50; Baltimore 6s, 1884, 106@108; do. 1886, 108@109; do. 1886, new, 108@108½; do. 1890, 109½@110; do. 1900, 111@113; do. 1900, new, 111@111½; do. 1902, 111@—; do. 1902, new, 112@113; do. 6s, exempt, 113@113½; do. 5s, 1894, 104½@105; do. 5s, new, 105½@106; Memphis 6s, 30@—; do. new, 52½@—; Maryland Defense 6s, 1883, 108¾@109½; do. 6s, exempt, 111@112; do. 6s, 1890, 106@—; do. 5s, 100@—; Virginia consol. 6s, 54@54½; do. 2d series, 29@—; Virginia Consol. coupons, 78½@78½; West Virginia def. certif., 5@5¼; Baltimore City Passenger R. R., 32@33½; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 50@—; Atlantic Coal, 1.10@1.40; Canton Co., —@20; do. gold 6s, 89¼@90; Union R. R., Canton end., 102½.

Boston.—New York and New England R. R., 24¾; Portsmouth, G. Falls and Conway R. R., 11; Chicago, Dubuque and Minnesota R. R., 51¾; Cedar Rapids and Missouri River R. R., 85½; Chicago, Iowa and Nebraska R. R., 120¼; Boston, Revere Beach and Lynn R. R., 50; Florence, El Dorado and Walnut Valley 7s, 92; Burlington and Missouri River R. R. in Nebraska 6s, exempt, 101¼; Mansfield and Framingham 6s, 1885, scaled to 6 per ct., 75; do. 1881, 77¾; Fitchburg and Worcester 7s, 1889, 90; Rutland 7s, 1880, equip., 51; Iowa Falls and Sioux City 7s, 100; Jackson, Lansing and Saginaw 8s, 1891, 94¼; do. green, 93¼; Middlesex Horse R. R. 8s, 1885, 112¼; New Hampshire 6s, 112; Massachusetts 5s, 1896, 110¼; Cincinnati 7.30s, 1906, R. R. L., 100; Manchester 5s, 1880, 100½; Duncan Silver Mining Co., 3½; International, 50c.

Maryland and Delaware Canal.

The engineering party to survey routes for the proposed Maryland and Delaware canal left Baltimore by steamer on the 27th ult. They will begin the survey at a point on the Choptank river, near Cambridge. The party will be divided into two corps, and two lines of survey will be begun at once. Major Hutton, who is superintendent of the survey, will pay them occasional visits to properly direct the work. The corps of engineers comprises Capt. W. H. Smith, of Easton, Mr. Tharp, of Talbot county, and Messrs. Nicholas Goldsborough, J. N. Sudler and Thos. I. George of Baltimore. About fifteen hands complete the party. The survey will take about three months for completion.

Articles of incorporation were filed at Springfield, Ill., on the 30th ult. of the Bloomington and Northwestern Railroad Co. The incorporators are D. B. Stuart, E. Merritt, H. I. Terpening, J. T. Turner, and E. H. Ward, all of Pottsville, McLean county. The company proposes to build a railroad from Strawn, Livingston county, to Clinton, and thence to Bloomington. The pri-

ncipal office is to be at Chicago. The capital is \$400,000.

The Williamstown Railroad.

Some time ago a railroad to connect Atco, Williamstown and Glassboro', N. J., was started. It was to have been 16 miles in length, but only 11 miles, from Atco to Williamstown, were built, the balance being only graded. The reason of this was want of funds, but so much of the road as was finished was operated. It has earned and is earning nothing, and, the road being out of repair, Mr. Charles D. Freeman, President of the Camden and Atlantic Railroad Company, offered to buy the road for \$20,000. A meeting of the bondholders was held to consider the proposition, and the affairs of the road, &c., were discussed. An arrangement was arrived at with Mr. Freeman of the following character. He to pay eight per cent in cash for the bonds, retaining one-fifth of one per cent to pay the expenses of foreclosing the mortgage upon the road when the majority of the bonds of the company should be delivered to him, and in case the getting of legal possession of the road should not cost him more than \$20,000, then he would return to the bondholders the one-fifth of one per cent retained by him. The bonded indebtedness of the road is \$250,000.

The West Chester (Penn.) News says that "parties are now in New York endeavoring to raise funds for building the new Narrow Gauge Railroad from this place to Philadelphia. The prospect for raising the necessary amount is quite flattering. The new road will go by way of Newtown Square and run over that portion of the road graded some four or five years ago by another company."

The foreclosure sale of the Montclair and Greenwood Lake Railway Company, which was to have taken place at Taylor's Hotel, Jersey City, on the 31st ult., was postponed. According to the statutes of the State of New Jersey the Master in Chancery has the power to postpone it from week to week, and it is asserted that the sale will not take place until the 14th inst.

The Rockford, Milledgeville and Western Railroad, to run from Rockford, in Illinois, to some point on the Mississippi river, in Carroll or Whiteside county, Illinois, have filed articles of incorporation in the Secretary of State's office at Springfield. The capital of the company is \$300,000.

A London dispatch says that Commander Cameron will start for Cyprus soon. Thence he will cross to Asia Minor to survey a route for the construction of a railway to the Persian Gulf. His route will lie through Aias, Marash, Aintab, Diarbekir, Mardin, Mosul, Bagdad and Bassorah. The survey will probably occupy ten months.

Work on the proposed railroad from Catasaqua to Chapmanville will probably begin early in the fall. The route has been surveyed and the right of way for 5½ of the 9½ miles of the road has been secured.

It is proposed to extend the Sunbury and Hazleton road to Wilkesbarre, Pa. The distance is but 36 miles.

The Detroit and Milwaukee Railway was sold on the 4th inst. to the Great Western Railway Company of Canada, for \$3,500,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	13,500,000	J. & J.	July '73 24	Little Schuylkill* 50	\$2,444,100	J. & J.	July '78 14	Ware River* 100	\$750,000	J. & J.	July '78 24
Atlanta and West Point 100	1,222,200	J. & J.	July '78 4	Long Island 50	8,000,000	M. & S.	May '78 10	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '78 31
Atlantic and Gulf Guar. 100	7,800,000	M. & S.	Nov. '78 31	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '80 8	Warwick Valley 100	225,000	A. & O.	Oct. '77 31
Atlantic and St. Law. 100	6,000,000	M. & S.	Sept. '78 8	" " pref. 100	848,700	J. & J.	Jan. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '78 4
Augusta and Savannah 100	1,022,900	J. & D.	Dec. '77 24	Louisville & Nashville 100	9,003,418	F. & A.	Aug. '78 14	West Jersey 100	1,559,750	F. & A.	Aug. '77 8
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '78 3	Louisv., N. Alb. & Ohi. 100	3,000,000	J. & D.	Dec. '70 8	Wilmington & Weldon 100	1,455,300	J. & D.	June '77 31
Baltimore and Ohio 100	13,151,922	M. & N.	May '78 4	Lowell and Andover 100	500,000	J. & J.	July '78 24	Winchester & Potomac 100	180,000	J. & J.	July '78 3
Washington Br. 100	1,850,000	A. & O.	June '78 25	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg 100	500,000	J. & J.	July '78 31
Berkshire 100	320,500	quarterly	Apr. '78 14	Lykens Valley 100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Albany 100	20,000,000	M. & N.	May '78 4	Manchester and Law. 100	1,000,000	M. & N.	May '78 6	HORSE-POWER R. R.			
Bos., Cin., F. & N. Bed. 100	2,823,500	"	"	Marietta & Cincinnati 50	1,405,912	M. & S.	Sep. '68 30	Albany City 100	110,300	"	"
Agricultural Br. guar. 100	40,000	J. & D.	June '78 3	" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 30	Baltimore City 25	1,000,000	J.A.J.O.	July '78 5
Bost., Conn. & Mont.* pref. 100	3,250,000	M. & N.	May '78 2	" " 2d pref. 50	4,460,368	M. & S.	Sep. '68 30	Balt., Cat. & El. Mills. 100	"	J. & J.	July '78 5
Boston and Lowell 100	4,000,000	J. & J.	June '78 2	Massachusetts 100	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref. 100	110,000	A. & O.	Apr. '78 4
Boston and Maine 100	9,211,274	M. & N.	May '78 3	Memphis & Charleston 25	5,512,728	J. & D.	Jan. '69 8	Broadway (Brooklyn) 100	200,000	J.A.J.O.	Apr. '78 2
Boston and Providence 100	6,000,000	M. & N.	May '78 3	Michigan Central 100	18,735,204	J. & D.	June '78 2	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J.A.J.O.	Apr. '78 2
Attleborough Branch 100	131,700	J. & J.	July '78 31	Middlesex Central 100	2,130,300	F. & A.	Aug. '78 23	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '78 2
Bost. Revere B. & Lynn 100	550,000	quarterly	Dec. '78 2	Mill Creek & Minehill 50	323,375	J. & J.	July '78 6	Brooklyn City 100	2,000,000	F.M.A.N.	Feb. '77 31
Buffalo, N. Y. and Erie 100	950,000	J. & D.	June '78 31	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Feb. '78 24	Bushwick (Brooklyn) 100	309,000	J. & J.	July '71 31
Buri. & N. Riv. in Neb. 100	8,837,800	F. & A.	Aug. '78 2	Mobile & Montgomery 100	2,794,800	J. & J.	July '78 31	Cambridge 100	824,300	A. & O.	Oct. '77 4
Camden and Atlantic 50	837,400	quarterly	Apr. '78 2	Morris and Essex 50	15,000,000	J. & J.	July '78 31	Can. Park N. & E. Riv. 100	1,068,400	J. & J.	July '78 3
" " pref. 50	838,311	J. & J.	July '78 3	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	May '78 6	Citizens' (Phil.) 50	500,000	J. & J.	Jan. '78 10
Camden & Burl. Co. 100	341,628	J. & J.	July '78 3	Nashua and Lowell 100	800,000	M. & N.	May '78 2	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Orpe May and Millville 50	447,000	J. & D.	Dec. '77 31	Nashua and Rochester 100	1,185,000	A. & O.	Oct. '77 3	Coney Island & Brookl. 100	600,000	"	"
Catawba & Foggess 50	426,900	Novemb.	Nov. '74 6	Nashville and Decatur 100	1,529,000	J. & D.	June '78 3	Continental (Phila.) 50	180,000	M. & N.	July '78 24
" " pref. 50	1,189,600	Oct. '67	Oct. '77 31	Nash, Chat. & St. Louis 100	6,675,256	A. & O.	July '78 5	O. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Feb. '78 2
" " 2d pref. 50	2,000,000	M. & N.	May '78 31	Naugatuck 100	2,000,000	M. & S.	Sept. '78 5	Elizabethtown (N.Y.) 100	1,000,000	J. & J.	Jan. '78 6
Dayton and Susq. 100	689,110	J. & J.	July '78 1	Nesquehoning Valley* 50	1,000,000	M. & S.	Apr. '78 24	Frankf. & Southw. (Ph.) 50	200,000	"	"
Oedar Rapids & Mo. R.* 100	6,880,400	F.M.A.N.	Aug. '78 1	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '74 3	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Jan. '78 9
" " pref. 100	769,000	F. & A.	Aug. '78 31	N. Haven & Northamp. 100	605,000	quarterly	Apr. '78 14	Germantown (Ph.) 50	1,000,000	J. & J.	July '78 3
Central of Georgia 100	7,600,000	J. & J.	Jan. '78 4	New London Northern 100	1,415,800	quarterly	July '78 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Central of New Jersey 100	20,000,000	quarterly	Apr. '78 24	N.Y. Cen. & Hudson R. 100	89,425,330	quarterly	July '78 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central Ohio 50	2,425,000	J. & J.	July '78 2	New York and Harlem 100	8,500,000	J. & J.	July '78 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '78 2
" " pref. 50	400,000	J. & J.	July '78 3	" " City Line 100	1,500,000	annually	Apr. '78 3	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '77 14
Central Pacific 100	54,275,500	A. & O.	July '77 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '78 6	Highland 100	290,000	M. & N.	Nov. '77 4
Chemung 100	380,000	quarterly	July '78 1	N. Y. Provid. & Boston 100	3,000,000	quarterly	Aug. '78 24	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Chesapeake, preferred 100	1,256,300	J. & J.	July '78 1	Nig. Bridge & Canard 100	1,000,000	J. & J.	July '78 3	Lynn and Boston 100	200,000	"	"
Chicago and Alton 100	10,065,400	M. & S.	Sep. '78 31	North Carolina 100	4,000,000	M. & S.	Mar. '78 3	Malden and Melrose 100	200,000	"	"
" " pref. 100	2,425,400	M. & S.	Sep. '78 31	N. Eastern (S.C.) pref. 100	98,000	M. & N.	Nov. '77 4	Metropolitan (Boston) 100	1,500,000	J. & J.	July '78 4
Chicago, Burl. & Quincy 100	27,693,242	M. & S.	Sep. '78 31	North Pennsylvania 50	3,972,150	F. & A.	Aug. '78 24	Middlesex (Boston) 100	400,000	M. & N.	May '78 3
Chicago, Iowa & Nebras. 100	3,916,200	J. & J.	July '78 5	Northern Central 50	5,842,000	A. & O.	Apr. '78 3	Ninth Avenue (N. Y.) 100	797,320	"	"
Chi. Mil. and St. Paul. 100	15,404,251	A. & O.	Dec. '70 7	Northern N. Hampsh. 100	3,088,400	J. & D.	June '78 24	Orange and Newark 100	282,555	"	"
" " pref. 100	12,279,483	A. & O.	Apr. '78 31	Northern New Jersey 100	1,000,000	J. & J.	July '77 2	Philadelphia City 100	475,000	J. & J.	July '78 4
Chicago & N. Western 100	14,988,597	J. & D.	June '78 3	Norwich & Worcester 100	2,604,400	J. & J.	July '78 5	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
" " pref. 100	22,025,608	J. & D.	June '78 3	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry 30	284,775	J. & J.	Jan. '78 2
Chicago, R. I. & Pacific 100	20,900,000	quarterly	Aug. '78 2	" " pref. 100	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin., Ham. & Dayton 100	3,600,000	A. & O.	Apr. '78 4	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '78 31	Second Avenue (N.Y.) 100	1,199,500	J.A.J.O.	Apr. '78 2
Cin., Sand. and Cleve.* 50	2,980,550	"	Apr. '72 10	" " pref. 100	4,030,000	J. & D.	Mar. '78 31	Second & Third St. (Ph.) 40	982,100	quarterly	Jan. '78 3
" " pref. 50	413,150	M. & N.	May '78 3	Old Colony 100	6,783,900	J. & J.	July '78 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Clev., Col., Cin. & Ind. 100	14,991,500	F. & A.	Feb. '78 3	Oswego and Syracuse 100	482,400	F. & A.	Feb. '78 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '77 5
Cleveland & Mahoning 50	2,057,669	M. & N.	May '77 31	Panama 100	7,000,000	quarterly	Aug. '78 3	Third Avenue (N. Y.) 100	2,000,000	F.M.A.N.	Feb. '78 5
Cleveland & Pittsburg 100	11,236,150	quarterly	Sep. '78 11	Paterson and Hudson 100	632,000	J. & J.	July '78 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '78 2
Columbus and Xenia 50	1,780,500	M.J.S.D.	Sep. '78 2	Paterson and Newark 100	280,000	J. & J.	July '78 4	23d street (N. Y.) 100	600,000	J. & J.	Jan. '78 4
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '78 4	Paterson and Ramapo 100	248,000	J. & J.	July '78 3	Somerville (Boston) 100	98,000	M. & N.	May '78 3
Concord 100	1,600,000	M. & N.	May '78 5	Pember. & Hightstown 50	342,150	J. & J.	July '78 3	South Boston 100	450,000	J. & J.	July '78 3
Concord and Ports. 100	350,000	J. & J.	July '78 31	Pennsylvania 50	68,870,200	quarterly	May '77 14	Union (Boston) 100	374,800	J. & J.	July '78 5
Conn. & Passump. Riv. 100	2,175,700	F. & A.	Aug. '78 2	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '78 4	Union (Phila.) 100	400,000	J. & J.	July '78 5
Connecticut River 100	2,100,000	J. & J.	July '78 4	Philadelphia and Erie 50	6,004,300	J. & J.	Jan. '78 4	West Philadelphia 100	400,000	J. & J.	July '78 5
Cumberland Valley 50	1,292,950	J.A.J.O.	July '78 24	" " pref. 50	2,400,000	J. & J.	Jan. '78 4	CANALS.			
" " 1st pref. 50	241,900	A. & O.	Apr. '78 4	Phil., Ger. & Norristown 50	1,626,250	M.J.S.D.	Sep. '78 3	Chesapeake & Delaware 50	1,983,568	J. & D.	June '77 10
" " 2d pref. 50	243,000	A. & O.	Apr. '78 4	Philadelphia & Reading 50	32,726,375	quarterly	Jan. '78 24	Delaware Division 50	1,633,350	F. & A.	Feb. '78 4
Danbury and Newwals 50	600,000	quarterly	Mar. '78 14	" " pref. 50	1,551,900	quarterly	July '78 24	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '76 4
Dayton & Michigan 50	2,391,350	A. & O.	Apr. '78 11	Phila. and Trenton 100	1,259,100	quarterly	July '78 24	Delaware and Raritan 100	5,847,400	quarterly	July '78 24
" " pref. 50	1,236,100	quarterly	July '78 2	Phila., Wil. & Balt. 50	11,564,250	J. & J.	July '78 4	Lehigh Coal & Navigt. 50	10,848,550	J.S.D.M.	Sep. '76 14
Delaware 100	1,230,950	J. & J.	July '78 3	Pittsb. Ft. W. & Chi.* 100	19,714,285	quarterly	July '78 14	Monongahela Navigt. 50	1,003,500	J. & J.	Jan. '78 6
Det., Laokav. & Westn. 50	26,200,000	quarterly	July '76 24	" " Special Imp. 100	5,504,300	quarterly	July '78 14	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '78 2
Detroit & Milwaukee 50	822,140	"	"	Pittsfield & N. Adams 100	450,000	J. & J.	July '78 3	" (preferred) 100	1,175,000	F. & A.	Feb. '78 5
" " pref. 50	2,095,000	J. & D.	Dec. '69 7	Portl., Saco & Portsm. 100	1,500,000	J. & J.	July '78 3	Pennsylvania 100	4,337,950	"	"
Dubuque & Sioux City 100	5,000,000	A. & O.	Apr. '78 3	Providence & Worcester 100	2,000,000	J. & J.	July '78 2	Schnyl. Nav. (common)* 50	1,908,207	annually	A. '78 70c.
East Pennsylvania 100	1,309,200	J. & J.	July '78 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	" (pref.) 50	2,888,977	annually	A. '8 140c.
East Mahanoy 50	392,950	J. & J.	July '78 3	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '78 4	MISCELLANEOUS.			
East Tenn., Va. & Ga. 100	1,988,274	A. & O.	July '76 3	Richmond & Petersburg 100	1,008,500	J. & J.	Jan. '78 2	Adams Express 100	12,000,000	quarterly	June '78 2
Eastern (Mass.) 100	4,997,600	J. & J.	July '78 3	Roch. & Genesee Val.* 110	556,200	J. & J.	Jan. '78 3	American Coal 25	1,500,000	M. & S.	Sep. '77 24
Eastern (N. H.) 100	492,500	J. & J.	July '78 3	Rome, Water. and Ogd. 100	2,998,900	J. & J.	Feb. '78 3	American Express 100	18,000,000	J. & J.	July '78 14
Elmira, Jef. & Canand 100	500,000	F. & A.	Feb. '78 24	Rutland preferred 100	4,188,700	F. & A.	Feb. '78 3	Amoskeag Manuf. Co. 100	8,000,000	J. & D.	June '78 5
Elmira & Williamsport 50	500,000	M. & N.	Nov. '77 24	St. Croix and Penobscot 100	1,000,000	J. & J.	July '71 2	Calumet and Hecla Mining 80,000 shs.	F.M.A.N.	Aug. '78 25	
" " pref. 50	500,000	J. & J.	July '78 3	St. L., Alt. & T. Haute 100	2,300,000	"	"	Central Mining Co. 100	"	Annual.	Feb. '78 25
Erie Railway 100	70,000,000	"	"	" " pref. 100	2,484,100	F. & A.	Feb. '78 2	Consolidation (Md.) Coal 100	10,250,000	M. & S.	Jan. '77 24
" " pref. 100	8,536,910	"	"	St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '78 3	George's Creek C. & I. 100	"	J. & J.	Jan. '78 3
Erie and Pittsburg 50	1,090,250	quarterly	June '78 11	St. L., Kan. C. & North. 100	12,000,000	"	"	Gilbert			

Canadian Railways.

T. N. Molesworth, Esq., Engineer of Public Works of the Province of Ontario, has favored us with a copy of a very valuable table entitled "Table of mileage of all railways in the Province of Ontario completed or under construction on the 31st of August, 1878." This shows a total of railway in operation measuring 3,112½ miles, of which 1,464 miles were completed prior to the Confederation (July, 1867,) and 1,648½ miles since that event. At date (Aug. 31, 1878,) there were under construction 340½ miles. The statistical value of such a compilation prompts us to transfer it to the columns of the JOURNAL without abbreviation, and as follows:

Name of Railway.	Terminal Points.	Open July, '67. Miles.	Opened since '67. Miles.	Now in progress. Miles.
Grand Trunk—				
Main Line.....	E. Province Line to Point Edward..	457	....	....
Buffalo & Lake Huron Branch..	Fort Erie to Goderich.....	158	....	....
London Branch.....	St. Mary's to London.....	23	....	....
Galt and Doon Branch.....	Galt and Doon to Berlin.....	7	4½	....
Great Western—				
Main Line.....	Suspension Bridge to Detroit.....	229	....	....
Toronto Branch.....	Hamilton to Toronto.....	39½	....	....
Wellington, Grey and Bruce....	Harrisburg to Southampton.....	27	102	....
Loop Line Division.....	Glencoe to Fort Erie.....	....	145	....
Sarnia Branch.....	London to Sarnia.....	61	....	....
London & Port Stanley Branch..	London to Port Stanley.....	25	....	....
Brantford Branch.....	Harrisburg to Brantford.....	8	....	....
Petrolia Branch.....	Wyoming to Petrolia.....	7	....	....
Wellington, Grey and Bruce S.				
Extension.....	Palmerston to Kincardine.....	....	66	....
London, Huron and Bruce Br....	London to Wingham.....	....	74	....
Brantford and Norfolk Branch..	Brantford to Tilsonburg.....	....	33½	....
Welland.....	Port Colborne to Port Dalhousie..	25	....	....
Brockville and Ottawa.....	Brockville to Carleton Place.....	57	....	....
Canada Central.....	Ottawa to Pembroke.....	57	48	....
St. Lawrence and Ottawa.....	Prescott to Ottawa.....	59½	....	....
Toronto and Nipissing.....	Toronto to Cobocok.....	....	88	....
Northern—				
Maywood Line.....	Toronto to Meaford.....	94	21	....
Muskoka Branch.....	Barrie to Gravenhurst.....	....	53	....
Midland—				
Main Line.....	Port Hope to Midland City.....	65	51	....
Peterborough Branch.....	Millbrook to Lakefield.....	13	9	....
Whitby, Port Perry and Lindsay..	Port Whitby to Lindsay.....	....	46	....
Cobourg, Peterborough and Mar- mora—				
Main Line.....	Cobourg to Harwood.....	22	....	....
Peterborough Line.....	Rice Lake to Chemong Lake.....	....	9	13
Toronto, Grey and Bruce—				
Main Line.....	Toronto to Owen Sound.....	....	122	....
Teeswater Branch.....	Orangeville to Teeswater.....	....	73	....
Hamilton and Northwestern—				
Main Line.....	Port Dover to Barrie.....	....	137	....
Collingwood Branch.....	Clarksville to Collingwood.....	....	19	21
Canada Southern—				
Main Line.....	Fort Erie to Amherstburg.....	....	229	....
St. Clair Branch.....	St. Thomas to Courtwright.....	....	62	....
Niagara Branch.....	Niagara to Fort Erie.....	30	....	....
Kingston and Pembroke.....	Kingston to Mississippi River.....	....	60	28
Victoria.....	Lindsay to Haleburton.....	....	43½	12
Port Dover and Lake Huron.....	Port Dover to Stratford.....	....	63	....
Stratford and Lake Huron.....	Stratford to Listowel.....	....	27½	....
Lake Simcoe Junction.....	Stouffville to Jackson's Point.....	....	26½	....
Prince Arthur's Landing and Kam- inistiquia—				
Main Line.....	Prince Arthur's Landing to Ft. Wil- liam.....	....	6	....
Grand Junction.....	Belleville to Peterborough.....	....	20	45
Montreal and City of Ottawa Junc- tion.....	Province Line to Ottawa.....	....	....	20
Belleville and North Hastings....	Grand Junction Railway to Madoc..	....	....	22
Credit Valley—				
Main Line.....	Toronto to Ingersoll.....	....	10	85½
Branch Lines.....	Streetsville to Elora and Acton.....	....	....	57
North Simcoe.....	Barrie to Penetanguishene.....	....	....	33
Total length of all lines.....		1,464	1,648½	340½

The Waterloo and Acton (Canada) Railway is being actively pushed on. The line is divided into sub sections of from one to three miles, and several hundred men are employed upon it. Trains are expected to be running in November next, and upon its completion the \$50,000 bonus from Shefford County will become due. The road between Sutton Junction and Waterloo is nearly all ballasted and ready for cars. It is stated that work will be begun on the Magog and Sherbrooke Railway next winter.

The European and North American Railway, for extension from St. John westward, was sold at St. John, N. B., on the 31st ult., under foreclosure of mortgage. It was bid in by the St. John and Maine Railway Company, which is formed from the bondholders, who are mostly located in London, for \$10,000. The road is 92 miles long, and is situated between St. John, N. B., and Vanceboro, Me., and will in future be operated by and under the name of the company that purchased.

Portsmouth, Gt. Falls and Conway R. R.

At a meeting of the stockholders of this company held at Portsmouth, N. H., on the 28th ult., Wm. P. Phillips of Salem presented the following votes which, on motion of Albert Hatch of Portsmouth, were passed, approved and confirmed by a stock vote, 6,370 shares being thrown:

Voted, That this corporation accept the act of the General Court of the State, approved on the 9th day of August, entitled "An act in addition to the acts to incorporate the Portsmouth, Great Falls and Conway Railroad."

Voted, That the directors of this corporation, in liquidation and payment of all its existing indebtedness, be and are hereby authorized to issue bonds of this corporation to the amount of \$1,000,000, bearing interest at the rate of 4½ per cent per annum, payable semi-annually, and to secure the payment of the same by mortgage of franchise and all property of the corporation, said bonds to become payable in 60 years, dating from the first day of June, 1877, and bearing interest from that time, and to be exchanged for the \$1,000,000 of bonds of this corporation now outstanding, and to be in full payment of said bonds and of all other debts due by this corporation to any holder of said bonds.

Voted, That the directors of this corporation be and are hereby authorized to unite with the Eastern Railroad in New Hampshire and the Eastern Railroad Company in cancelling the existing lease and contracts existing between them, or either of them and this corporation, and to make a new lease of the railroad franchise and property of this corporation to the Eastern Railroad Company for a rent equal in amount to the interest on the bonds authorized to be issued under a vote of this corporation, adopted this day, and to be applied to the payment of said interest as the same may fall due; provided that said lease shall contain the further condition that the stockholders of this corporation shall receive also as rent from the Eastern Railroad Company such dividends per share upon their stock as the stockholders of the Eastern Railroad may hereafter receive upon their own stock, and at the same time.

Voted, That all powers to make leases, deeds and other instruments and papers necessary and proper to carry out the foregoing votes and the act of the Legislature this day accepted, according to the true scope and intention thereof, be and are hereby conferred upon the directors of this corporation.

At a meeting of the directors of the New York and New England Railroad Company in Boston on the 27th ult., S. A. Carleton, President of the National Security Bank, and John Goldthwaite, were elected directors in place of Thomas Dickson, of New York, and Edward W. Kinsley, resigned, the latter having been appointed Railroad Commissioner.

A large force of men are at work constructing an iron bridge over the Neponset river at Readville for the New York and New England Railroad. Three tracks will pass over it, the increased accommodations being necessary on account of the erection of the new locomotive works at that point.

There is a probability that the Bradford and Mount Pleasant Railroad will be extended to Latrobe, on the line of the Pennsylvania Railroad. Favorable reports have been made by engineers who have surveyed the different routes.

The surveying corps of the Miami Valley (Ohio) Railroad have finished the survey and location of the road to Harrisburg, and will push in the direction of Columbus as rapidly as possible.

Ocean Freights.

We are to-day stronger on land than ever before in our national history. And, strange to say, we are one of the weakest nations on the sea. So far as maintaining an immense navy of war vessels is concerned it is best perhaps that we do not attempt to compete with our neighbors in that direction. But when we are producing bread-stuffs enough to feed another nation equal in numbers to ourselves it is a singular anomaly that we should own scarcely a ship to carry this vast tonnage of food across the sea for consumption.

The American farmer has now reached a position where he is able by the aid of ingenious machinery to raise and harvest great crops at the lowest cost. Inland carriage to the seaboard is easy, rapid and cheap. But at the point of exportation American enterprise and skill end. The whole vast volume of ocean carrying traffic is turned over to European vessels as if we had no right or ability to do more than furnish freights for them.

Mr. John Roach, the well-known builder of iron vessels, appeared before the Congressional Committee now sitting in this city and gave his experience as a ship builder, as well as some facts concerning the depressed state of his branch of industry; but he did not offer any practical remedy.

The situation is easy to comprehend—we are earning a very large sum from agricultural productions. Then having earned this profit we give back a large share of it because we can neither build nor buy needed ships.

Are we like Samson shorn of our locks and so compelled to sit helpless until they grow again? But ships only grow from the strong arm of the builder. If we cannot now build as cheaply as our neighbors on the Clyde why not buy from them and strive earnestly until we overtake them? Why let them both build the ships and carry the freights? The profit from carrying is infinitely greater than that of building the ship. The builder launches his vessel, puts a single profit in his pocket and goes on to prepare materials for another. The ship itself, the work of his hands, if staunch and fortunate, serves to enrich father, son, and possibly the grandson.

For half a generation we have suffered our ocean freights to be carried almost wholly by others. Foreign vessels will earn this current year more than eighty million dollars in carrying our products to Europe. Is this to last always? If it is let us like business men make a yearly contract, invite proposals and let out our ocean freights to the lowest bidder. Wild as that may seem it is not more foolish than our present mode.

Noiseless Escape of Steam.

Our readers will be glad to learn that the nuisance of the steam blowing from safety valves of locomotives may now be stopped by application of a new device which conducts the steam through a two-inch pipe from the safety valve to the tender, silently and invisibly, where it is used to heat the feed water. That this has not been done before is not surprising from the difficult mechanical conditions that have had to be overcome. Here is an inconceivable force of steam, sufficient to rend the most massive wrought iron if uncontrolled, finding vent through its natural safety outlet. It strikes the air with a velocity of sixteen hundred feet a second, and its explosion is attended with a noise proportionate to that force.

To give the relief required noiselessly was a mechanical problem, and that it has at last been solved will be welcome intelligence to many railroads as well as to the public. This invention is in the hands of a company who recently procured a charter from the Legislature of Connecticut, but whose place of business is in Boston.—*Hartford Times*.

The Coal Trade.

The total tonnage of anthracite from all the regions for the week ending August 24th, as reported by the several carrying companies, amounted to 362,391 tons, against 281,904 tons in corresponding week last year, an increase of 80,487 tons. The total amount of anthracite mined for the coal year is 10,225,611 tons, against 12,356,920 tons for same period last year, a decrease of 2,131,309 tons. The quantity of bituminous coal sent to market for the week amounted to 65,250 tons, against 64,959 tons in corresponding week last year, an increase of 291 tons. The total amount of bituminous mined for the year is 2,048,801 tons, against 1,994,073 tons for corresponding period last year, an increase of 54,728 tons. The total tonnage of all kinds of coal for the week is 427,641 tons, against 346,846 tons in corresponding week last year, an increase of 81,295 tons, and the total tonnage for the coal year is 12,274,412 tons, against 14,350,993 tons to same date last year, a decrease of 2,076,581 tons. The product of the mines of the Cumberland coal region for the week ending August 24th was 44,469 tons, and for the year to that date 945,929 tons, an increase of 86,171 tons as compared with the corresponding period of last year. The shipments to the Baltimore and Ohio Railroad were, for the week, 19,715 tons; for the year, 535,142 tons, an increase of 28,394 tons as compared with 1877. The shipments to the Chesapeake and Ohio Canal were, for the week, 20,066 tons; for the year, 339,423 tons, an increase of 69,936 tons as compared with 1877. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week in August was 94,548 tons, of which 74,441 tons were coal, and 20,107 tons coke. The total carried for the year is 2,966,335 tons, of which 2,309,184 tons were coal and 637,340 tons coke. These figures embrace all the coal carried over the road, east and west. The coal tonnage of the Reading Railroad for the week ending on the 31st ultimo was 157,270 tons, of which 60,000 went to Port Richmond. The shipments from Port Richmond during the week were 70,000 tons. The amount of stock on hand at Perth Amboy on the 24th of August was 81,560 tons. Receipts during the week 8440 tons, giving a total to the 31st of August of 90,000 tons. The shipments during the week were 13,398 tons, leaving of stock on hand 71,602 tons. The stock on hand August 31, 1878, was 55,767 tons.—*Phila. Ledger*, Sept. 2.

A Narrow Gauge Mountain Railroad.

If any man thinks it is not wrong to build broad gauge railroads, which cost from \$40,000 upward per mile through a sparsely settled country, he ought to go to Tahoe and look at the lumber railroad there. It is nine and a half miles long, three-foot gauge, and has an average grade of one hundred and thirty feet per mile. The cars carry each an average load of fourteen tons, and twenty five or thirty per centum more of the power used is utilized than on the most favorable portion of the mountain sections of the Central Pacific Railroad, while the wear of rolling stock and track is fifty per centum less than on the broad gauge road. Despite the grade and the fact that there are hardly twenty rods of straight track anywhere on the line of the road, the cars dash down at the rate of from twenty to twenty-five miles an hour, and so far there has never been an accident worth mentioning on the road, though this is the third or fourth season that it has been in full operation. It zigzags up the mountain, one track above the other, after the plan first adopted by the engineers of Harry Meigs, in Peru, and the track crosses back on

itself, so that in going east you catch the cinders which come from the smoke-stack of the locomotive as it was going west the moment before.—*Virginia City (Nev.) Enterprise*.

Duty on Locomotive Tires.

The following letter from the Acting Secretary of the Treasury to the Collector of Customs at New York was issued from the Department at Washington on the 2d inst.:

THE TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., Aug. 29, 1878.

Collector of Customs, New York:

SIR: By the decision of the department, dated March 1, 1873, (S. S., 1,439,) steel locomotive tires were held to be dutiable at the rate of 45 per cent ad valorem (less 10 per cent) under the provision in section 3 of the act of June 30, 1864, for all manufactures of steel, on the ground that they were not provided for in the clause of the same section specially imposing duties at the rate of 3 cents per pound on locomotive tires, such clause being found among the clauses relating exclusively to iron and manufactures thereof. The question involved was subsequently brought before the United States Circuit Court at New York, in the case of Thomas Prosser against Arthur, and was decided adversely to the position taken by the department, the court holding that the provision above cited enumerating tires specifically, embraced all locomotive tires, whether composed of steel or iron.

The department declined, at the time this decision was rendered, to acquiesce therein, but upon recently reconsidering the question, decided to submit to the Attorney General for his opinion whether the decision of the court should be adopted. That officer states, under date of the 8th inst., that, in view of the opinion of the court of the fact that schedule E of the Revised Statutes observes no order of arrangement as regards iron or steel, and in the light of other decisions recently made, this department would be warranted in accepting the decision of the court as the proper rule of action. You will therefore levy duties at the rate of 3 cents per pound on all locomotive tires, or parts thereof, hereafter imported or withdrawn from warehouse for consumption, whether composed of steel or of iron.

Very respectfully,

JOHN B. HAWLEY, Acting Secretary.

Trial Trip of the First Locomotive.

The first locomotive trial trip in the United States, and, it is claimed, in the world, was made at Honesdale, Penn., August 8, 1828. The track was built by the Delaware and Hudson Canal Company to connect their mines with their canal. The engine was the "Stourbridge Lion," and its drawings and construction were superintended by its driver, Horatio Allen, at Stourbridge, England. Mr. Allen is still living at South Orange, New Jersey, seventy seven years of age, and he says that he made the trial trip on the Stourbridge Lion alone, as it was generally feared that it would leave the hemlock track at the curve, or break down the trestlework across the Lackawaxen river. It did neither. It was more than a year after this, October 6, 1829, that Stephenson's Rocket made its trial trip in England. Col. J. A. Clark, now an employe in the Treasury Department at Washington, has restored the Stourbridge Lion. It is a strange monster, with a boiler 16½ feet long, on four oaken wheels, with iron tires and all drivers. The cylinders are upright at the back and each side of the furnace, with connecting rods to the crank pins in the wheels.

It is stated that some American capitalists are treating for the purchase of the Trujillo railways of Peru with the design of developing the great coal deposits in the vicinity of Trujillo,

Railroad Across the Island of Newfoundland.

The Government of Newfoundland has addressed a circular to a number of prominent American contractors inviting their attention to a movement which is on foot looking to the construction of a railroad across the island from St. Johns to St. George's Bay, or some other convenient point on the West coast. A preliminary survey has proven the practicability of the scheme and the Legislative Assembly of Newfoundland has resolved to vote an annual subsidy of \$120,000 to any individual or company which will take the matter in hand, besides granting liberal concessions of crown lands for the purpose. The completion of the proposed line would have the effect of opening up enormous deposits of copper, iron, coal, nickel, lead and other minerals, which are now almost inaccessible, while it would also cut through the great pine and spruce forests of the interior, which are also at present utterly useless. The construction of the railroad, would shorten the ocean voyage by one thousand miles.

The World's Standard.**FAIRBANKS SCALES.**

FOR SALE ALSO,

PATENT ALARM MONEY DRAWERS.

Coffee Mills, Spice Mills, and Store Fixtures Generally.

THE IMPROVED TYPE WRITER.

OSCILLATING PUMP CO.'S PUMPS.

SEND FOR CIRCULARS.

FAIRBANKS & CO.,

311 Broadway, New York.

For Sale by leading Hardware Dealers.

WM. A. GUEST & CO.,No. 17 Nassau Street,
NEW YORK.

Purchase all marketable Railway Securities. A specialty of Stocks and Bonds of Roads leased to Erie and New York Central, either interest-paying or defaulting. Also, Stock and Bonds of City Railroads.

A. WHITNEY & SONS,**CAR WHEEL WORKS,**

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES DRESSED COMPLETE.

PATENT MINERAL WOOL.

ABSOLUTELY FIRE-PROOF,

UNDECAYING

AND THE BEST

Non-Conductor of Heat, Cold and Sound.

USED EXTENSIVELY FOR

DEADENING WALLS AND ROOFS OF

Dwellings and Ice-Houses,

LINING BOILERS, FURNACES, STEAM AND COLD WATER PIPES, ETC.

Alexander D. Elbers,

P. O. Box, 4461.

26 1/2 BROADWAY, N. Y.

Safety Railroad Switches

WITH

MAIN TRACK UNBROKEN.

RAILROAD CROSSINGS, FROGS,

and other

ROADWAY SUPPLIES.

MANUFACTURED BY

THE WHARTON RAILROAD SWITCH CO.,

Office, 28 South 3d Street.

Works, 23d and Washington Ave.
PHILADELPHIA.

Hopkins' Patent Lead-Lined

JOURNAL BEARINGS.

USED ON NEARLY ALL THE

Leading Railroads of the United States and Canadas.

NON-HEATING,

PERFECTLY SELF-FITTING,

CHEAPER AND BETTER THAN ANY OTHERS.

D. A. HOPKINS,

Patentee and Manufacturer,
113 Liberty Street, New York.**Can I Obtain a Patent?**

This is the first inquiry that naturally occurs to every author or discoverer of a new idea or improvement. The quickest and best way to obtain a satisfactory answer, without expense, is to write to us describing the invention, with a small sketch. All we need is to get the idea. Do not use pale ink. Be brief. Send stamps for postage. We will immediately answer and inform you whether or not your improvement is probably patentable; and if so, give you the necessary instructions for further procedure. Our long experience enables us to decide quickly. For this advice we make no charge. All persons who desire to consult us in regard to obtaining patents are cordially invited to do so. We shall be happy to see them in person at our office, or to advise them by letter. In all cases, they may expect from us a careful consideration of their plans, an honest opinion, and a prompt reply. TOTAL COST OF U. S. PATENT, ONLY \$55. N. B.—These are by far the SAFEST, BEST and CHEAPEST terms offered by any responsible Patent attorney in the United States. For all further information, please address: HENRY GERNER & SON, 49 Chambers st., P. O. Box 4,544, New York.

FINANCIAL.

ALEX. FROTHINGHAM & CO., BANKERS AND Brokers, No. 12 Wall st., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

Reliable stock privileges negotiated at favorable rates. Stocks bought and carried as long as desired on deposit of three to five per cent. Circulars and weekly reports sent

1893

THE ROGERS Locomotive & Machine WORKS,**PATERSON, N. J.,**

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, Pres't.

R. S. HUGHES, Sec'y.

WM. S. HUDSON, Sup't.

Paterson, N. J.

R. S. HUGHES, Treasurer,

44 Exchange Place, New York.

THE

PHOENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS, and all kinds of Iron Framing used in the construction of iron roof buildings.

DECK BEAMS, CHANNEL, ANGLE AND T BARS

curved to template, largely used in the construction of Iron Vessels.

Patent Wrought Iron Columns,**Weldless Eye Bars,**

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron Made to Order.

Plans and Specifications furnished. Address

SAMUEL J. REEVES, President.

FULLER, LORD & CO.,**Machine-Forged Nuts,****BOLTS & NUTS,****WROUGHT WASHERS,****BOONTON CUT NAILS,**

139 Greenwich Street,

NEW-YORK!

Jersey City Steel Works.**JAS. R. THOMPSON & CO.,**

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to order.

JAS. R. THOMPSON,

J. H. GAUTIER,

D. C. GAUTIER.

B. ILLINGWORTH,

H. DICKINSON.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.

WM. W. LOBDELL, Sec.

P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
 23 Nassau Street,
 NEW YORK.



THE THOMAS PATENT CASH AND TICKET INDICATOR.

This is the only invention which will positively regulate and furnish railroad companies with a full and complete record of all passengers carried on trains, either having tickets, paying cash, or otherwise. As will be seen by the above illustration, it is a box with a glass front. After the conductor takes the passenger's ticket, he punches it and places it in the box, as per example: The passenger's destination is New Brunswick; the conductor punches the ticket, and, as we have stated, places it in the box; upon the arrival of the passenger at New Brunswick, he leaves the train, and another passenger takes his place whose destination is Wilmington; the conductor takes his ticket, punches it, and lifts the lid of the Indicator, when the New Brunswick ticket falls to the bottom, the Wilmington ticket taking its place. The lid is so arranged that it is impossible for the passenger or conductor to again get possession of the ticket, but every passenger can keep his ticket in sight until he arrives at his place of destination. The box is placed between the windows of the car on the panel under the rack. If a traveler is going from New York to Baltimore, the conductor need not raise the lid of the box until the arrival of the train at Baltimore, and then only to put the Washington ticket in. Upon the arrival of the train at Washington, or any station which the proper officer may designate, his agent goes around and collects every ticket or receipt for money collected. As will be seen, not a ticket can be sold or a dollar collected on the train that is not known by every passenger on the car.

Railroad officers desiring further information will please address

G. F. THOMAS, 549 & 551 Broadway, New York.

R. Stuart Willis,
 ATTORNEY & COUNSELOR AT LAW.
NOTARY PUBLIC.
 290 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

SELF-OILING
CAR AXLE BOX.
 No Waste of Oil. No hot journals. 62,000 miles run without re-oiling. Also

SHAFTING BOXES.
 Call and examine boxes and certificates, or send for descriptive circular. J. B. TOMLINSON,
 80 & 82 White St., New York.
 Or, MARSHAL B. STAFFORD,
 JAMES H. COVEL,
 93 Liberty Street, New York.
 Trial Box furnished free on application.

EDWARD W. SERRELL,
CIVIL ENGINEER,
 78 & 80 BROADWAY,
 NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

PATENTS.
T. D. STETSON,
 Solicitor of American and Foreign Patents.
 23 Murray Street, New York,
 (Near New Post Office.)
 Send for circular.

LENG & OGDEN,
IRON & STEEL

MERCHANTS,

4 Fletcher and 212 Pearl Streets,
NEW YORK.

GENERAL AGENTS FOR

Lansdell & Long's Lever and Cam Valves, for water, steam, gas, etc.

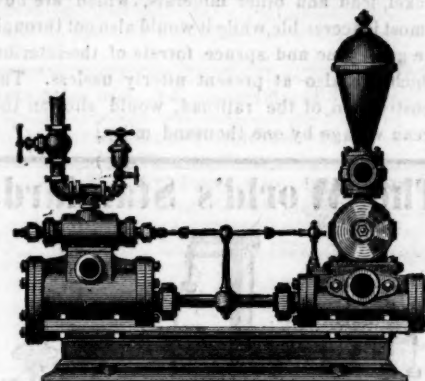
The Steam Water Station Company's Lansdell's Patent Steam Syphon Pumps.

Credenda Steel Gun Barrels, Moulds, etc.

Patent Weldless Cold Drawn Steel Tube Company.

Marsh Brothers & Co.'s Cast Steel, German Steel, Machinery Steel, Files, etc.

STEAM PUMPS.



IMPROVED NIAGARA STEAM PUMP.

Marine Steam Engines. Stationary Steam Engines
 Marine and Stationary Boilers. Hydraulic Elevators
 for Buildings. Pulleys, Shafting and Hangers a specialty.

NORMAN HUBBARD,

93 to 97 Pearl St., Brooklyn, N. Y.

The George Place Machinery Agency.
 Machinery of Every Description.
 121 Chambers and 103 Reade Streets, New York.

OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS,
 SPLENDID LIGHT & VENTILATION, SUITABLE

FOR
 Banks, Bankers, Brokers, Merchants, Lawyers,
 Railway, Insurance, and other Companies,

IN BUILDINGS
 38 39, 40, 42, 57, 64, 66, 69, 71, 73, 78 and 80
BROADWAY

Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.,

Nos. 17, 19, 21 and 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE.

ALL NEAR WALL STREET.
 And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,
 No. 71 Broadway.

Proportional Parallel Rule,
 T Square and Protractor Combined.

FOR ARCHITECTURAL AND MECHANICAL draughtsmen, surveyors, engravers, students in industrial drawing and art studies. Engineers and draughtsmen approve of it, and consider it the best instrument for the purpose ever invented. Can be seen at the office of the inventor, patentee and manufacturers, W. GARDAM & SON, who construct and repair engineering and astronomical instruments, etc.

112 John Street, New York.
 Send for illustrated circular.